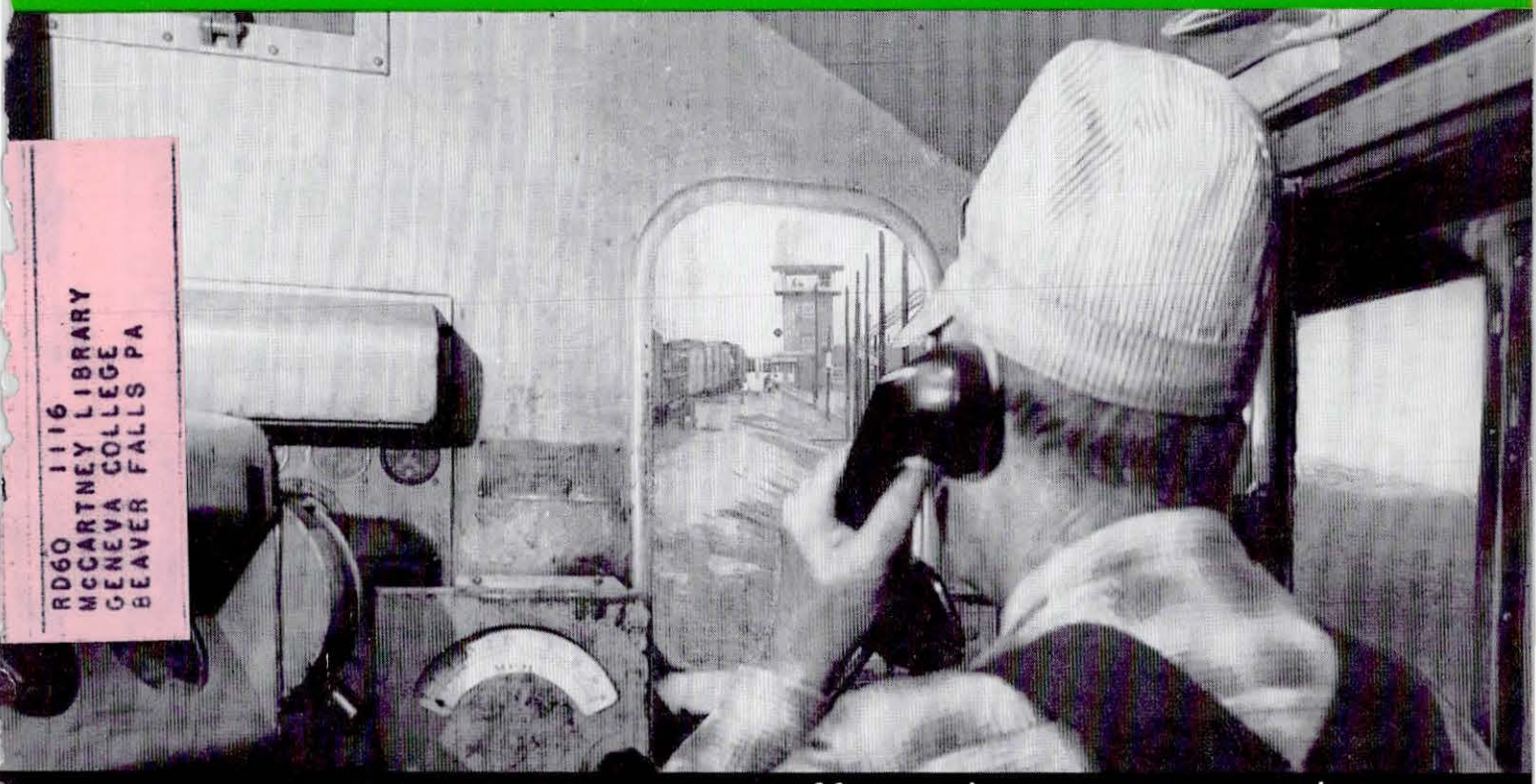
FREIGHT TRAFFIC ISSUE

Do Unions Want To Build Traffic?

December 21/28, 1959

McCARTNEY LIBRARY
GENEVA COLLEGE

RAILWAY AGE *weekly*



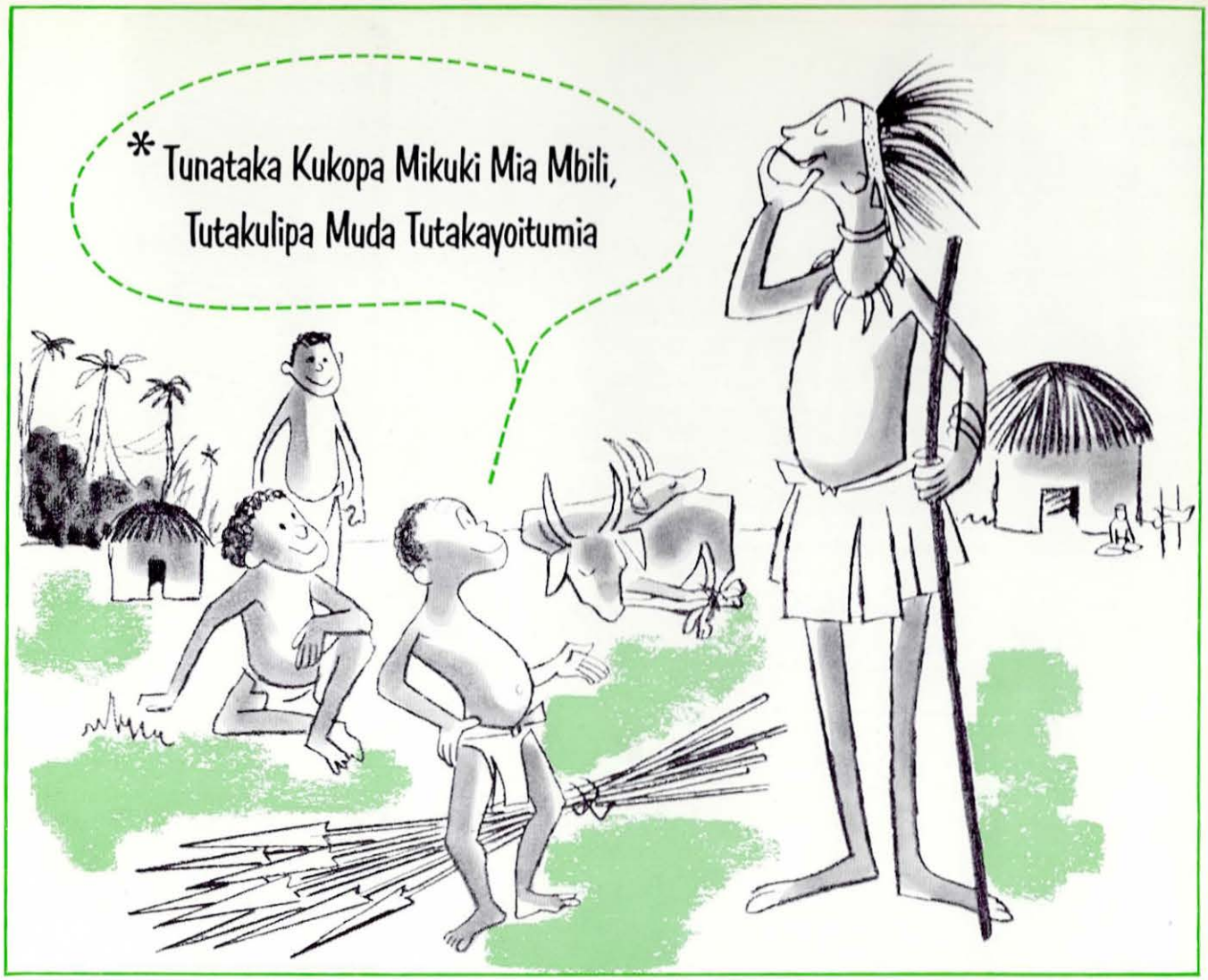
RD60 1116
McCARTNEY LIBRARY
GENEVA COLLEGE
BEAVER FALLS PA

Kansas City: MP's new Neff Yard goes to work

Newest Railroad

Corinth & Counce opens big area for industrial development in South

60 cents A Simmons-Boardman TIME-SAVER Publication



Swahili translation into English:** **We want to lease 200 more spears

Here's a lease deal that started a long time ago...

AND STILL GOES ON

Leasing solves many problems of commerce, even those of the Pygmies living in the forests of the Belgian Congo. They have no metals with which to forge the spears and arrow tips needed for game hunting. However, their Bantu neighbors, living on the outskirts of the forests, have the metals and skill for making these weapons. So the Pygmies have for ages *leased* their hunting equipment from their neighbors, making payment with a part of the wild game they kill.

With the passage of time, leasing of the means of production has spread to the more civilized parts of the world. Nowhere, however, has it become so well developed as when specialized railroad equipment is needed.

North American Car Corporation was a pioneer in this field and brings 52 years of experience to the analysis of its customers' requirements. Whether you need tank cars, flat cars, covered hoppers, refrigerator cars, missile transporters—or even a new type spear carrier—contact your nearest North American sales representative.

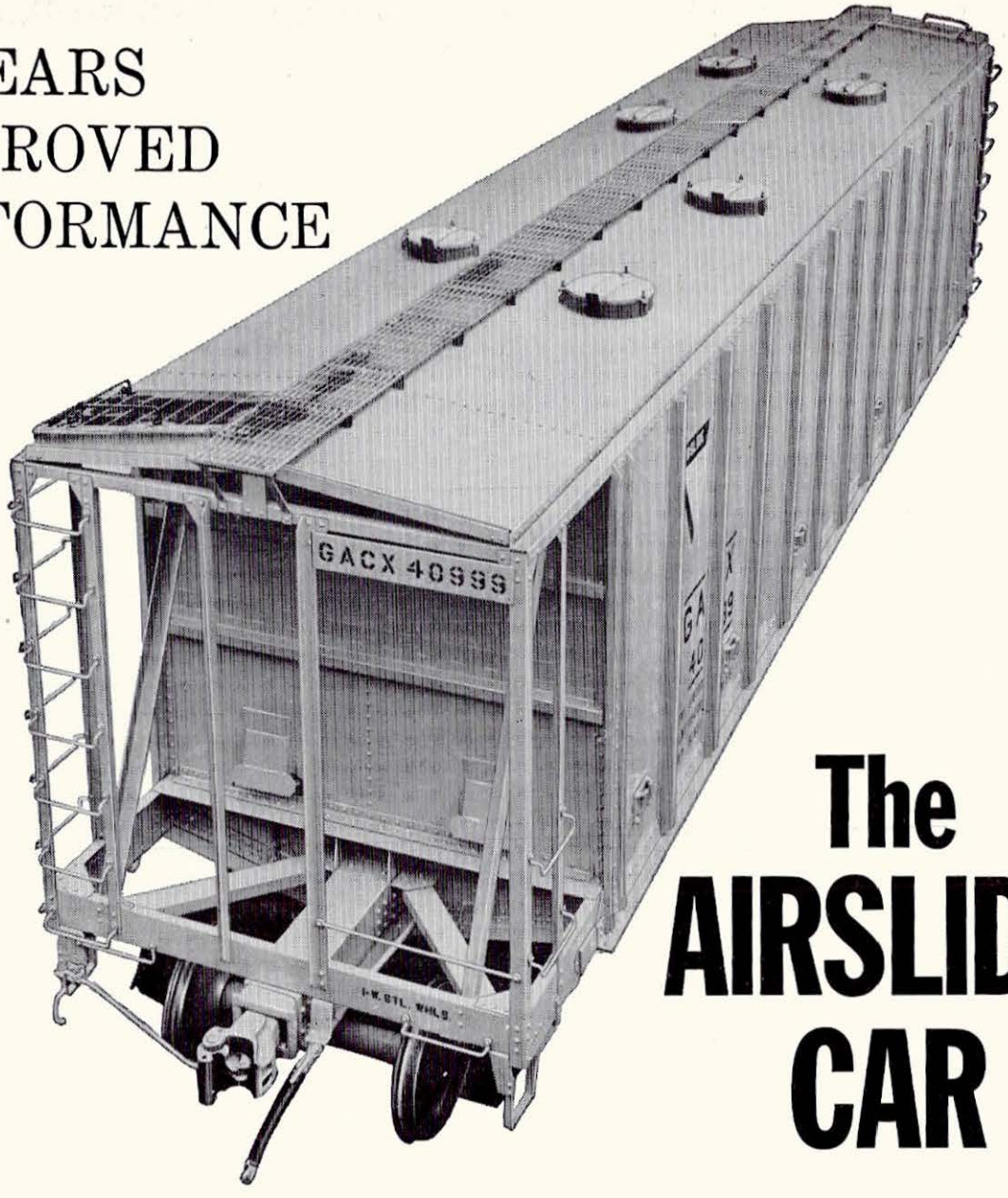
for full information phone, write or wire

NORTH AMERICAN CAR CORPORATION

231 South La Salle Street, Chicago 4, Illinois • Telephone FInancial 6-0400

The Story of Transportation and Leasing . . . One of a Series

6 YEARS OF PROVED PERFORMANCE



The AIRSLIDE® CAR

Every year, more and more shippers are going to Airslide Cars for economical bulk shipment. Here's why:

1. No bills for bags, drums or containers
2. Easier, safer loading and unloading
3. No packing, racking or stacking
4. Far more clearance for unloading

For further information on bulk shipping in Airslide Cars, call or write. You'll find, *it pays to plan with General American.*

Airslide and Dry-Flo Car Division

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street • Chicago 3, Illinois

In Canada: Canadian General Transit Co., Ltd., Montreal

AIRSLIDE GENERAL AMERICAN TRADE MARK

How electronics help you to sell your railroad's shipping service

Dependable delivery is any railroad's strongest selling point. And the surest, most economical way to *improve* your delivery schedules is with electronic control equipment made by Union Switch & Signal.

Save time. Union Centralized Traffic Control speeds schedule time by minimizing delays in high traffic territory. It eliminates many possibilities for error. It enables you to move *more traffic* over existing trackage.

Improve service. The Union Velac® Automatic Classification Yard System helps you improve service to shippers, too. It saves time in train classification . . . usually several hours per car, compared to manual yards. Most important, it cuts damage to lading because the Velac System precisely and automatically controls coupling speed. The Velac System handles cars so gently that even fragile ladings can be humped safely.

Pays for itself. Union Control Systems do such a tremendous job of improving railroad efficiency that they actually *pay for themselves* in reduced operating costs in just a few years. You can expect a return on investment of 15 to 30% when you install a Union Control System. And every day that it is working, it is helping you to *sell your railroad* because it is helping you to improve your service to shippers. Get complete information from any Union Switch & Signal representative.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK . . . . PITTSBURGH . . . . CHICAGO . . . . SAN FRANCISCO

RAILWAY AGE *weekly* December 21/28, 1959 • Vol. 147, No. 25

Week at a Glance

Departments

Current Questions 19
Freight Car Loadings 63
Industrial Traffic 66
New Equipment 63
New Products Report 44
People in the News 65
Railroading After Hours 41
Railway Market 63
Revenues and Expenses 53
Shippers' Guide 50
Supply Trade 66
The Action Page 70
Traffic Poll 24
Watching Washington 10
You Ought to Know 68

• Editorial and Executive Offices New York 7, 30 Church St.

JAMES G. LYNE, Editor
ROBERT G. LEWIS, Publisher
Executive Editor .... Joe W. Kizzia
Managing Editor .... Fred C. Miles
News Editor ..... Luther S. Miller
Traffic-Transportation .. G. C. Hudson
Mechanical
C. L. Combes F. N. Houser, Jr.
Signaling & Communications
Robert W. McKnight Robert J. Barber
Associate Editors
Rod Craib Harry M. Grayson, Jr.
Librarian ..... Edith C. Stone
Editorial Assistant .... June Meyer
Art Director.....Russell S. Rypsam
Design and Layout .. Joel Petrower
Production Manager..Joseph J. Menkes

• Chicago 3, 79 West Monroe St.
Western Editor ..... Gus Welty
Mechanical .... Norman E. Gillespie
Engineering ..... M. H. Dick
R. E. Dove E. W. Hodgkins, Jr.
Purchasing & Stores ..... Bert Enos
Editorial Assistant .. Wanda Brown

• Washington 4, National Press Bldg.
Washington Editor .. Walter J. Taft

Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice-president; George Dusenbury, vice-president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, R. C. Van Ness, vice-presidents.

Private lease plan explored ..... p. 9

Formation of a freight car leasing company—to supply the equipment financing needs of participating railroads—was discussed at a top-level "exploratory" meeting in Chicago.

Unions may seek new labor law p.13

A union poll of potential arbitrators may determine a need for new legislation on wage and working-rule problems, says RLEA Chairman Leighty.

What shippers think of railroad salesmen p.24

The salesmen are better than they used to be, but there's lots of room for improvement. The greatest need seems to be closer liaison between salesmen and their own rate and operating departments. These basic conclusions are drawn from a series of six Traffic Polls published in Railway Age.

Cover Story—Newest RR opens big area for development p.28

The 16-mile Corinth & Counce has been hailed as "a welcome break from the common present-day pattern of abandonment of secondary rail lines."

A-locomotive for Russia? p.32

A just-published booklet indicates that the USSR is engaged in serious research aimed at building an atomic-powered locomotive.

Center sliding sills cut lading damage p.42

An ASME study group prophesies that future protection against damage to loads will be tailored to individual requirements. Here's what car builders and draft gear manufacturers are doing to give maximum protection to lading and car structures.

Cover Story—MP's new yard goes to work p.46

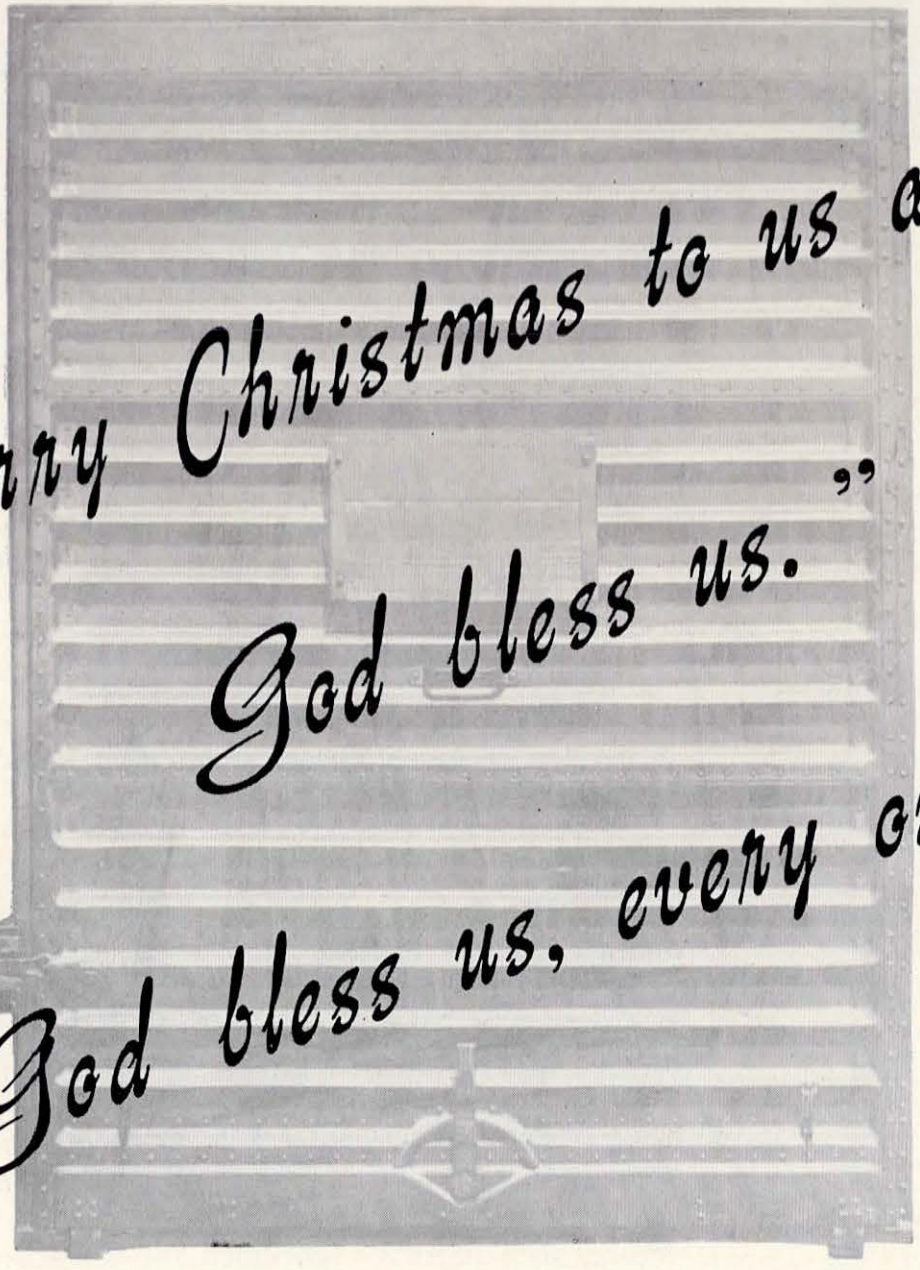
The road has begun to operate its first automated retarder yard. The yard—at Kansas City, Mo.—cost $13,500,000. A second such yard is scheduled for construction at North Little Rock, Ark., during 1960-61.

Panel probes Seaway problems p.57

Seaway Year 1 revealed some serious problems, few solutions connected with the new waterway.

ATSF builds articulated flats p.59

The cars, with an over-all length of 92 ft 5½ in., are the



"Merry Christmas to us all---"

"God bless us."

"God bless us, every one."

YOUNGSTOWN STEEL DOOR COMPANY

CAMEL SALES COMPANY • CAMEL COMPANY LIMITED

Cleveland • Chicago • New York • Youngstown

Week at a Glance CONT.

Current Statistics

Operating revenues	
10 mos., 1959 ...	$8,199,421,253
10 mos., 1958 ...	7,916,860,842
Operating expenses	
10 mos., 1959 ...	6,432,869,535
10 mos., 1958 ...	6,264,420,838
Taxes	
10 mos., 1959 ...	879,973,498
10 mos., 1958 ...	794,914,728
Net railway operating income	
10 mos., 1959 ...	615,761,783
10 mos., 1958 ...	604,025,748
Net income estimated	
10 mos., 1959 ...	443,000,000
10 mos., 1958 ...	451,000,000
Average price railroad stocks	
Dec. 15, 1959 ...	105.02
Dec. 16, 1958 ...	104.97
Carloadings, revenue freight	
49 wks., '59	29,264,549
49 wks., '58	28,633,562
Freight cars on order	
Dec. 1, 1959 ...	36,555
Dec. 1, 1958 ...	27,962
Freight cars delivered	
11 mos., 1959 ...	34,254
11 mos., 1958 ...	38,058

●

Advertising Sales Department

Duane C. Salisbury—director of sales

New York 7, N. Y., 30 Church st., WOrth 4-3060
J. S. Vreeland—vice president; F. T. Baker—district manager; J. C. Lyddy; W. E. Glasby

Chicago 3, Ill., 79 W. Monroe st., RAndolph 6-0794
J. R. Thompson—vice president; J. W. Crossett—district manager; Hale Carey

Cleveland 15, Ohio, 1501 Euclid ave., MAin 1-4455
H. H. Melville—vice president; H. M. Blunt—district manager

Philadelphia, Pa., Jericho Manor, Jenkintown, Pa., TUrner 7-4526
W. E. Glasby—district manager

Pittsburgh 19, Pa., Suite 203, Carlton House GRant 1-8186
C. J. Fisher—district manager

Atlanta 9, Ga., 22 Eighth st., N. E., TRinity 2-6720—J. S. Crane

Dallas 19, Tex., 3908 Lemmon ave., LAkeside 2322—Joseph Sanders

Los Angeles 17, Cal., 1336 Wilshire blvd., HUbbard 3-0390
Bayne A. Sparks—vice president

San Francisco 11, Cal., 244 California st., EXbrook 7-4990
D. S. Clark—district manager

London E.C.1, Eng., 8/9 Clerkenwell Green
Sibley-Field Publishing Co., Ltd.

Frankfort am Main (16), West Germany
Wittelsbacher Allee 60
Georg J. Linder, Continental European Representative

Tokyo, Japan
Shadan Hojin, 14
2-Chome Marunouchi
George E. Olcott

Subscription to railroad employees only in U.S. possessions, Canada and Mexico, $4 one year, $6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year. In other countries, $15 a year. Single copies 60¢ except special issues. Address all subscriptions, changes of address, and correspondence concerning them to: Subscription Dept., Railway Age, Emmett St., Bristol, Conn.

Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y. POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Printed at the Wilson H. Lee Co., Orange, Conn.

longest yet for piggyback. They're being built at the road's Wichita shops.

Flexi-Van goes international **p.60**

First trans-Pacific Flexi-Van shipment has been completed. The two containers left Japan Nov. 20, arrived in Chicago Dec. 7.

The Action Page—Do unions want to build traffic? **p.70**

Some working rules operate simultaneously and directly against the welfare of railroads, their employees, and shippers. Rules making it prohibitively expensive to give reasonable switching service to shippers are an example. Because of them, some shippers have to give business to trucks. Shippers would be doing a favor to both sides in the current controversy about working rules if they publicized all such instances.

Short and Significant

A western railroad and two railway suppliers . . .

are running tests of a crewless road-switcher located in the middle of train, controlled electrically and with radio from the lead engine. Preliminary tests two weeks ago confirmed feasibility of operation. First tests are being conducted on the West Coast. Crewless engine can be any place in the train.

PRR-Santa Fe control of TP&W . . .

has cleared its last hurdle. The U. S. Supreme Court affirmed lower-court rulings which upheld the ICC's decision authorizing the joint acquisition. That decision was appealed to the courts by Minneapolis & St. Louis, which also sought to acquire TP&W.

'World's biggest tank cars' . . .

is the billing being given two 30,000-gallon tankers to be built by Union Tank Car for Tuloma Gas Products Co. Tuloma (of Tulsa, Okla.) will use the cars for shipment of liquefied petroleum gas.

This issue of Railway Age . . .

is a two-in-one edition. The Dec. 28 issue has been combined with the present issue, a holiday-season practice initiated four years ago. The next Railway Age will be dated Jan. 4, 1960.

Mother India builds for the Diesel Age

Since 1949, India has pushed a widespread railroad improvement program.

Old track has been relaid, new track added. Modern equipment has been purchased . . . diesel locomotives . . . rolling stock. And service has been greatly improved.

As a result, India has grown industrially. In the period between 1951 and 1959, freight traffic on Indian railroads has increased some 40% . . . from 98 million tons to about 138 million tons. And estimates indicate an even greater growth in the near future.

All of which means that India has recognized the railroads for what they are — the backbone of a modern, growing industrial society.

* * *

In the United States, by contrast, public policies tend to ignore this basic truth.

Here, the government appears indifferent to the strength and stability of the railroads, while it promotes and encourages the railroads' competition.

Railroads are burdened with over-regulation and discriminatory taxation — while their competition uses highways, waterways and airways built and maintained by the government.

* * *

The railroads ask no special favors. All they ask is the equality of treatment and opportunity fundamental to the American concept of free enterprise. Granted this, the public would then be *assured* of the efficient, low-cost rail service which a dynamic economy and national defense demand.

ASSOCIATION OF

AMERICAN RAILROADS

WASHINGTON 6, D. C.

Private Lease Plan Explored

► **The Story at a Glance: One of the railroads' major problems of capital supply may be a step closer to solution following a top-level meeting in Chicago last Thursday.**

The problem: Obtaining sufficient capital, on a reasonable and practical basis, to finance the thousands of new freight cars needed by the industry generally now and in the years immediately ahead.

The solution now proposed: Formation of a freight car leasing company owned by participating railroads to supply their equipment financing needs. The company would provide, in effect, a credit pooling arrangement which would shore up the credit standing of weaker companies while maintaining the position of stronger carriers.

Last Thursday's meeting was to be exploratory. To have definitive results, the proposal would have to win the approval not only of the participating railroads, but also of the principal financial interests which customarily provide equipment financing. Proponents of the plan can see benefits all around —for the railroads, strong as well as weak; for carbuilders, shippers, investors and the public generally.

Railroads outside the East have steered shy of public opposition to the so-called Symes plan for equipment financing. For themselves, they don't want another federal agency involving itself in matters ordinarily left to the initiative of railroad management. They don't want even the implication of federal financial aid to railroads. (Symes plan advocates insist that their program, although involving federal participation, would be self-supporting, would not place new drains on tax funds, and would not place the railroads in a position of receiving government financial aid.)

But the question of getting funds for equipment financing is serious—a situation on which railroad management opinion is not divided. Up until now, a workable alternative to the Symes plan —leaving the federal government out of the picture—has not been forthcoming.

The proposal to create a private car-owning and leasing company conceivably could solve the financing problem by providing a credit pool, teaming the weak with the strong.

About 35 top railroad officers were expected to attend last Thursday's exploratory session in Chicago. Most were from western lines, although several eastern road representatives were also expected to sit in on the discussion.

Basic idea for the leasing company came originally from Great Northern President John M. Budd, who hinted at formation of such an organization in GN's 1958 annual report and later in several speeches in GN territory (RA, April 13, p. 10; July 6, p. 7). It's understood that much of the developmental work on the plan has been done by GN. Indications are that the current proposal follows, in principle, the suggestions outlined by Mr. Budd.

The plan—though subject to revision —would provide a credit pool, not an operating pool or a combination of the two. Cars, once purchased by the freight car leasing company and leased to a railroad, would be operated no differently than the road's owned cars in interchange service. The lessor company would be owned by the user roads. Liability would be joint, but not several (thus avoiding what some roads view as a drawback to the Trailer Train pool organization, which supplies piggyback cars).

Unlike the principal pool and lease arrangements now available, this plan would place major emphasis on the "bread-and-butter" cars—the box, hopper, gondola and flat cars which still are the basic tools of rail transportation, despite the swing to specialized equipment.

Essentially, the proposal is intended to offer the same car acquisition advantages as the Symes plan without the element of government participation. Its development follows the thinking of a number of carrier officers that "you can't just be against the Symes plan; you've got to have something better to propose."

(Basic to the Symes plan is creation of a federal agency which would purchase equipment for lease to the carriers. Legislation to create such an agency has been before Congress before, is almost certain to come up again in the next session. PRR Chairman James M. Symes, then president, proposed the plan and has been its most persistent advocate in the industry.

(During the months since introduction of the Symes proposal, leasing has come in for long, hard looks by a number of roads, individually and collectively. Trailer Train's membership has climbed steadily. Four roads have entered a pooling arrangement set up by North American Car. Many roads have gone into leasing with the carbuilders—but, with few exceptions, leases have covered specialized equipment, such as piggyback flat cars, covered hopper cars, TOFC-container equipment. At least one major road, numbered among those "interested" in the private company lease plan, has also investigated possibilities of leasing standard cars direct from the builder on an individual basis.

(The supply industry itself has also undertaken financing studies with a look-ahead flavor. The Railway Progress Institute's railway supply financing committee has worked over the federal loan guarantee plan, the Symes plan and—insofar as possible—the freight car company lease plan. Committee members have met with the banking fraternity to develop additional data on the availability of railway equipment financ-

Lease-Back for Repairs

For the first time in years, Jersey Central's Elizabethport Shops will be operating at close to capacity in 1960. Reason for the boom is a 1960 freight car repair program based on a new idea for CNJ: selling cars to raise money to repair them.

In announcing the program, JCL President Earl T. Moore commented that it would be financed by a "sale and lease-back" arrangement with the ODT Transportation Co., a car renting firm in Chicago. Under the details of the agreement, the Jersey Central will sell 890 gondola and hopper cars from its bad-order roster to the car renting company. With the money received, the railroad's own work force, in its own shops, will repair the 890 cars plus another 1,400 cars to which JCL will retain title. When the ODT Co.'s 890 cars have been restored to good order, the railroad will put them in service under a leasing arrangement.

ing and prospects for future development of the field. Most recent RPI session on the problem came just a week before railroad officers met to hear details of the private lease proposal.)

Railroad observers are stressing one point in connection with the new lease plan: Action, if it comes, won't come quickly (although several roads described as "interested" are and will be pressed for cars). Details of the proposal, it's understood, were not to be released prior to last Thursday's meeting. And after the exploratory discussions, it would fall to each management to make individual determination of the merits of the plan, reach a decision and then secure board approval.

But, at the very least, the industry now has a comprehensive plan for equipment financing, which may offer an alternative to compare with the Symes plan. Choice has been introduced.

As for the advantages the plan would produce, outside the railroad industry, private-leasing backers see these:

- Carbuilders (contract and railroad shop alike) should benefit from some stabilization of orders under a workable credit pool and lease plan involving a number of roads. The all-or-nothing nature of railway equipment buying might be eased, if not eliminated entirely.
- Security for investors would certainly not be reduced, would perhaps be improved through, in effect, an averaging of strong and weak roads' credit.
- Shippers would be assured of adequate car supplies.
- As all other participants in the arrangement would benefit, so would the general public—through provision of a stronger, more adequately equipped railroad industry.

S. C. Johnson Succeeds Lewis Thomas in ATSS, NRAA

Samuel C. Johnson, vice president—transportation relations of the Dearborn Chemical Co., has been appointed to the positions in the Association of Track & Structure Suppliers and the National Railway Appliances Association made vacant by the death of Lewis Thomas October 13. These positions are those of executive secretary of the ATSS and assistant secretary of the NRAA.

In his capacities with the associations, which became effective Dec. 1, Mr. Johnson has established offices in Room 375, Merchandise Mart, Chicago 54, Ill. He will continue as vice president of the Dearborn Chemical Co.

Mr. Johnson has been identified with the railroad field since 1932, and has served with Dearborn Chemical since 1930. For many years he has been a member of the AREA's General Convention Arrangements Committee, of which he is now general chairman.

Kerr to Address Canadian Industrial Traffic League

Rod Kerr, Q. C., chief commissioner of the Board of Transport Commissioners for Canada, will be the principal speaker at the 44th annual general meeting of the Canadian Industrial Traffic League.

The meeting—scheduled for Feb. 16 and 17 at Toronto's Royal York Hotel—will include the League's annual business meeting, the annual Canadian Port Committee breakfast, and a special forum on "Impact of private transportation on for-hire carriers."

Commissioner Kerr's talk is scheduled for the League's annual dinner on the evening of Feb. 17.

Watching Washington *with Walter Taft*

- **THE 1959 NET INCOME** of Class I railroads is expected to be about $600 million. That's the way it looks to the estimators. They point out, however, that they could be wrong if year-end accounting adjustments are more substantial than they now foresee.

AT $600 MILLION, the 1959 net would be slightly less than 1958's $602 million. And it would supplant the latter as the poorest result since 1949.

THE STEEL STRIKE, of course, was the principal reason for this. Before that walkout came in mid-July for its 116-day stay, this year's net income of the Class I roads was running nearly 2½ times that of 1958. For the first six months, it was $308 million compared with $127 million.

- **BURDEN OF PROOF** in train-off cases may be more important than has been indicated. While the ICC recommends amending the 1958 Transportation Act's service-abandonment provisions to put this burden on railroads, the Commission has indicated that its proposal is designed to tidy up the law rather than to make any substantive change in present requirements.

THE ISSUE "is of more theoretical than practical importance," the Commission said in an early train-off decision. It went on to explain that, even with the burden not specifically assigned, it expects that carriers subject to its jurisdiction will cooperate fully in supplying any information it requires to decide a case.

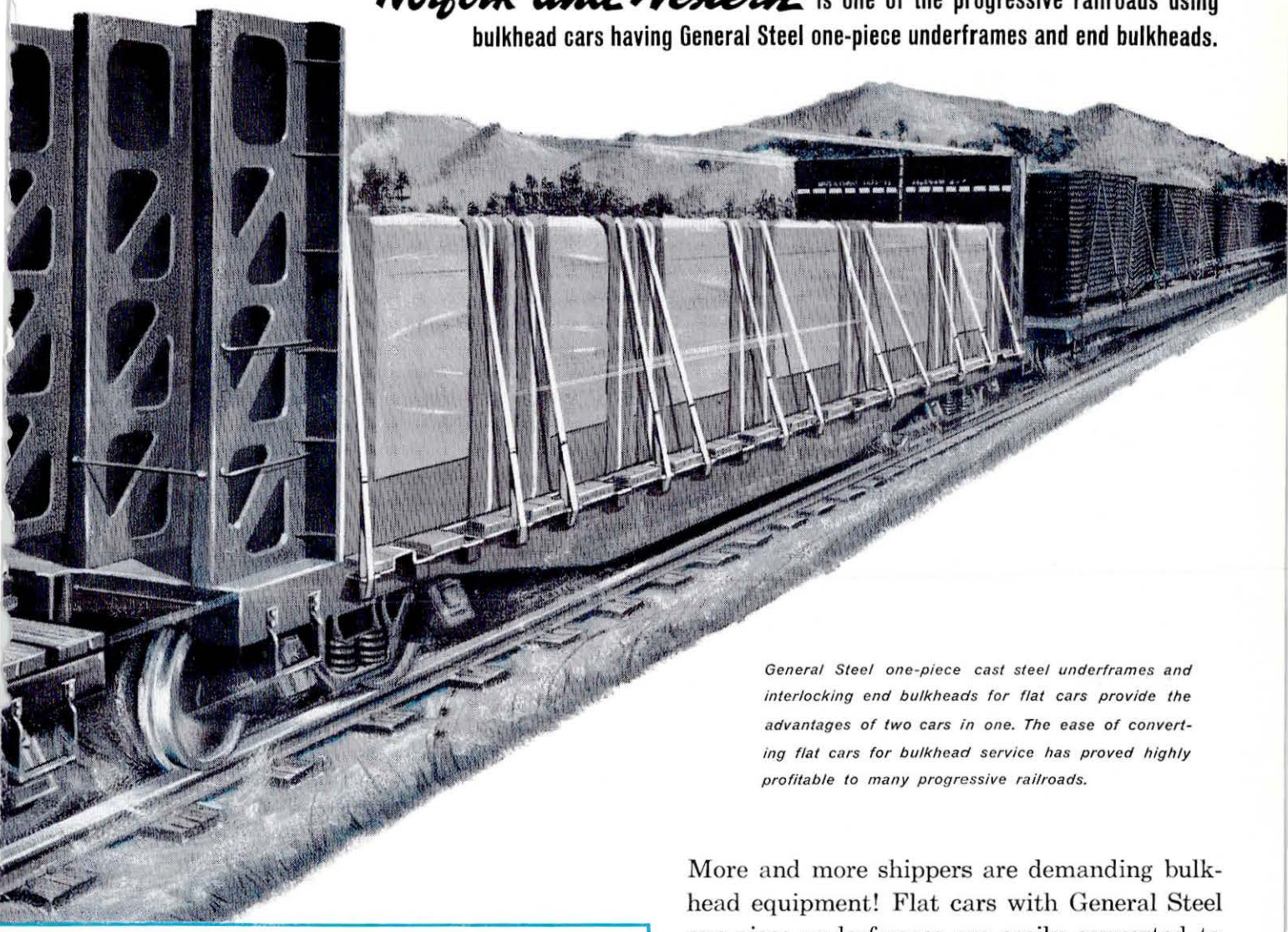
INFORMED RAILROAD MEN, however, consider the issue much more important. They fear that placing the burden on railroads might give the Commission authority, thus far disclaimed, to impose labor-protection conditions in train-off cases.

SUCH FEARS are based on the theory that a logical way to implement burden-of-proof requirements would be to make certificate cases out of train-off proceedings. Under such a set-up, the railroads would have to apply for certificates authorizing proposed service abandonments. And, if the normal situation prevailed, the Commission could put conditions, including labor-protection conditions, in such certificates.

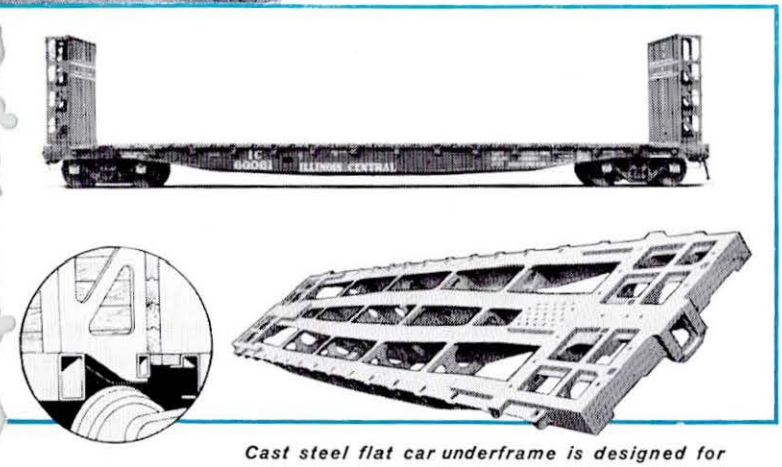
IC ACT REQUIREMENTS for efficient and economical operation should have a bearing on this train-off issue, the informed railroad men also say. They put it this way: Far from having to get authority to drop an unprofitable train, the railroads shouldn't be permitted to run any such train—in view of their passenger-service losses, which have aggregated more than $7.5 billion since World War II.

. . . where railroad progress is cast in steel

Norfolk and Western is one of the progressive railroads using bulkhead cars having General Steel one-piece underframes and end bulkheads.



General Steel one-piece cast steel underframes and interlocking end bulkheads for flat cars provide the advantages of two cars in one. The ease of converting flat cars for bulkhead service has proved highly profitable to many progressive railroads.



Cast steel flat car underframe is designed for quick, low cost application of upright ends.

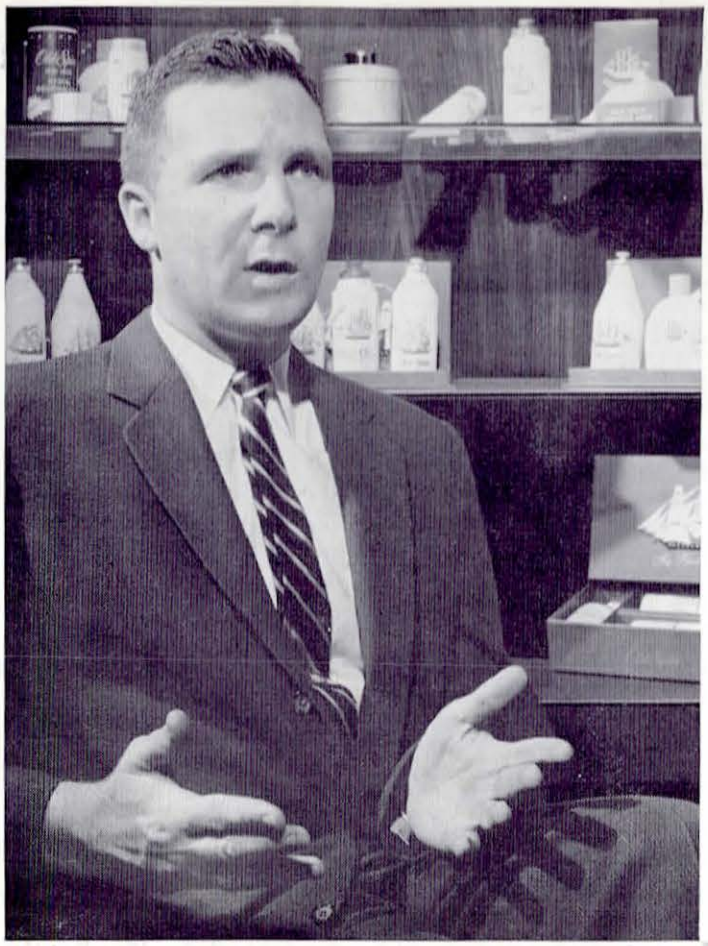
More and more shippers are demanding bulkhead equipment! Flat cars with General Steel one-piece underframes are easily converted to bulkhead cars by the application of cast steel upright ends. In all General Steel underframes, the metal is properly distributed where it is needed for strength, and the *extra* strength required for use with end bulkheads is provided as a built-in advantage. The cast steel end posts are easy to apply, permit maximum loading space.

General Steel flat car underframes assure longest life, lowest maintenance costs and greatest availability of equipment. They're your best investment, by far.

GENERAL STEEL CASTINGS

GEARED TO PROGRESS RPI MEMBER

GRANITE CITY, ILL. · EDDYSTONE, PA. · AVONMORE, PA.



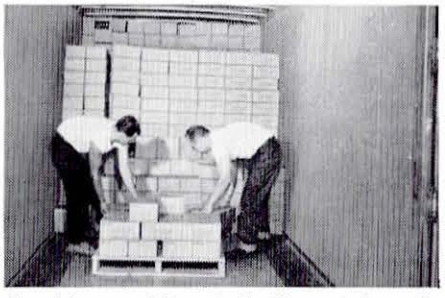
"Flexi-Van gives us the most dependable service at the right price"

says Graham Arlitz, Traffic Supervisor, Shulton, Inc., Clifton, New Jersey

"Flexi-Van gave us the reason to turn to rail transportation. We find it invaluable for shipments to our Chicago warehouse. Flexi-Vans move throughout the week and arrive consistently on the second morning."

Flexi-Van at loading platform of Shulton plant in Clifton, N. J.

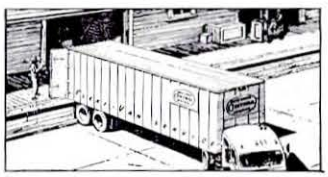
View of OLD SPICE inspection line at the Shulton plant points up their interest in the maintenance of fine quality.



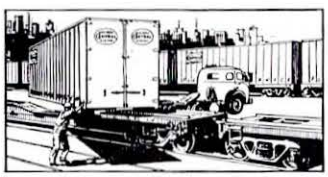
Careful supervision of all shipments is made on the loading platform at the point of departure and point of delivery to insure its arrival on schedule and in perfect condition.

New York Central Railroad

Write: R. L. Milbourne, Director of Flexi-Van Sales and Service, N. Y. Central, 466 Lexington Avenue, New York 17, N. Y.

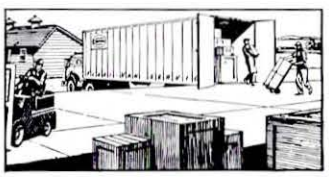


Your freight is loaded, locked in under your supervision.



Van boards freight train at trackside. Transfer time, 4 minutes.

Shipment rides low, well cushioned aboard high-speed cars.



Beats trucks on long hauls. Two pick-ups or three deliveries.

Unions May Seek New Labor Law

► **The Story at a Glance: Proposed legislation to deal with labor-management controversies in the railroad industry may come before Congress in 1960.**

The Railway Labor Executives' Association says it may seek a "new remedy," which could be a legislative proposal, for its wage and working-rules problems. RLEA policy in this connection will be determined by returns from an RLEA poll of potential arbitrators and fact-finders. The poll is designed to indicate "the extent to which the railroads' multi-million-dollar campaign [against 'featherbedding'] may have prejudiced their thinking about railroad labor matters."

At the same time, Congress may also have a management proposal for legislation setting up compulsory arbitration procedures for strike-threat cases (RA, Dec. 14 p. 10).

RLEA's poll of potential arbitrators and fact-finders was announced by the association's chairman, George E. Leighty, at a Dec. 11 press conference in Washington.

A spokesman for the Association of American Railroads called the poll "a crude insult" to the integrity of the labor-relations specialists. The spokesman added that the questionnaire "carries the further insulting insinuation that a board appointed by President Eisenhower could not render a fair report on the facts. It is a shameful blot on the character of honest labor."

"Our purpose in making this survey," RLEA Chairman Leighty said, "is solely to determine whether, by their massive expenditure in recent months for advertising to spread false and misleading information about working conditions on the railroads, the carrier managements have succeeded in brain washing prospective jurors in the current controversy to such an extent that we can no longer rely upon traditional procedures for the fair settlement of labor-management disputes in our industry."

RLEA, Mr. Leighty also said, is concerned that management's "resort to Madison Avenue propaganda techniques" may have made it impossible for the employees "to count on getting a fair deal under Railway Labor Act procedures." Then came his statement that a "new remedy" might be sought if the poll shows "that management's unprecedented advertising campaign has so corrupted the spirit of the Railway Labor Act" that employees can't expect "fair and impartial consideration" of their case.

As Mr. Leighty pointed out, those to whom the present questionnaire is addressed are not expected to sign their replies. These replies, he also said, "will be held in confidence."

At the same time, however, he conceded that another questionnaire calling for signatures, might be sent out if returns from the present poll indicate a "bad situation."

(Continued on page 16)

QUESTIONNAIRE*

Have you read, in whole or in part,

A. Any of the page or half-page display advertisements by the railroad corporations in the newspapers (such as those referring to the San Francisco Earthquake, the Great Chicago Fire, or the Texas City disaster) claiming that railway workers are "featherbedding"?

Yes..... No.....

B. The column circulated as having been written by Roscoe Drummond, alleging that railway workers are "featherbedding?"

Yes..... No.....

C. The article in the October "Reader's Digest", credited to Alfred Steinberg, alleging that railway workers are "featherbedding"?

Yes..... No.....

D. Speeches by corporation spokesmen, in newspaper reports or otherwise, claiming that railway workers are "featherbedding"?

Yes..... No.....

E. Any reply, by spokesmen for railway employees, to any of these above attacks?

Yes..... No.....

Have you gotten the impression, as a result of the above or other corporation propaganda,

A. That railway workers are being overpaid, and for work not performed?

Yes..... No.....

B. That large numbers of unnecessary railway workers are being kept on company payrolls, because of state laws or union rules?

Yes..... No.....

C. That railway corporations are in desperate financial straits because of the cost—in hundreds of millions of dollars—of useless railway employes?

Yes..... No.....

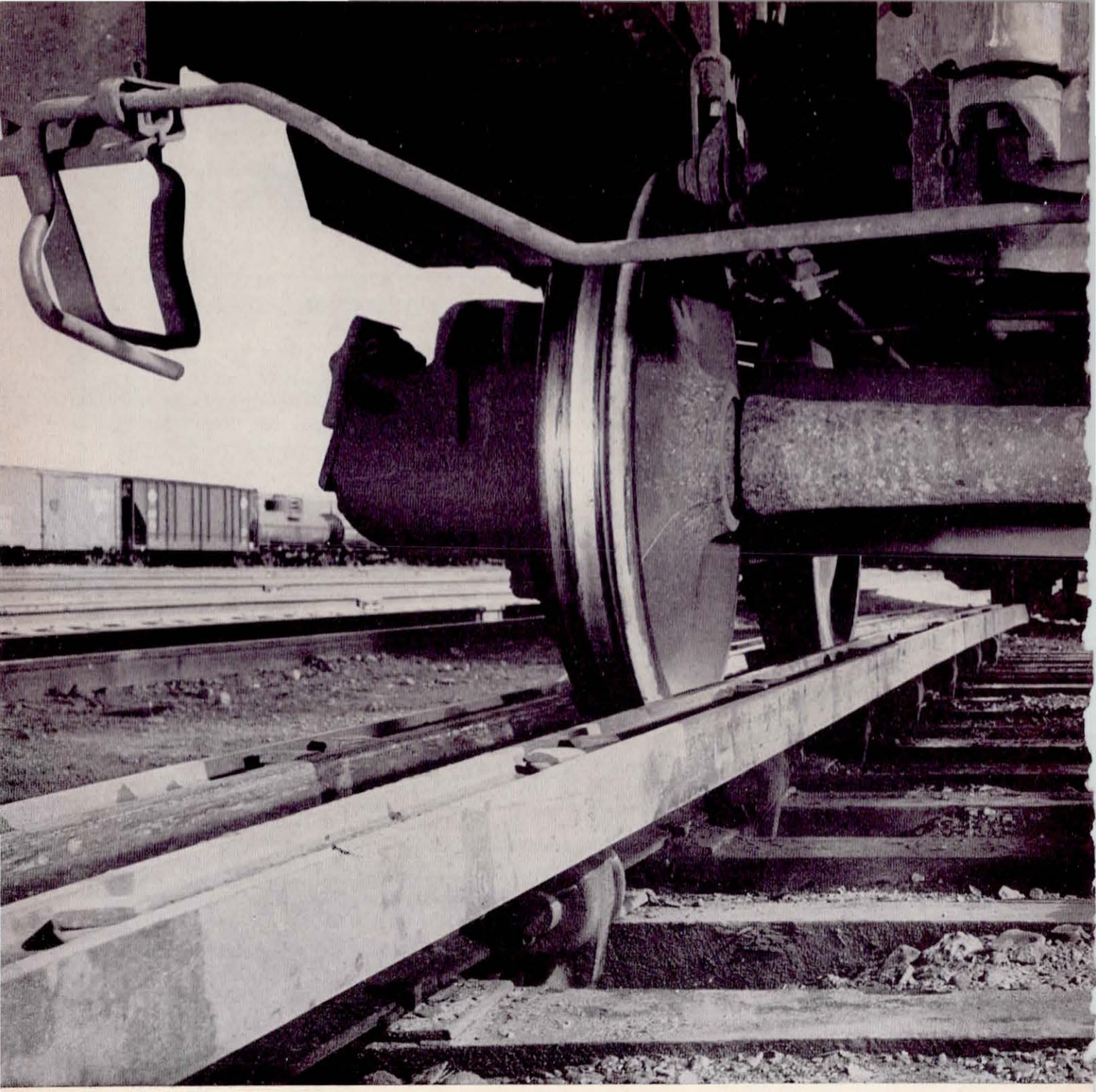
Do you believe that you, yourself, can completely free yourself of any such preconceptions, if you are called upon to judge the issues in any of the pending railway labor disputes?

Yes..... No.....

Do you believe that the average lawyer, economist, public official, or other professional man, called on to act in one of these disputes, can be completely free of the effect of this corporation propaganda?

Yes..... No.....

*Sent by Railway Labor Executives' Association to "several hundred" potential arbitrators.



The Racor Mechanical Car Retarder applies braking force to both sides of every car wheel that

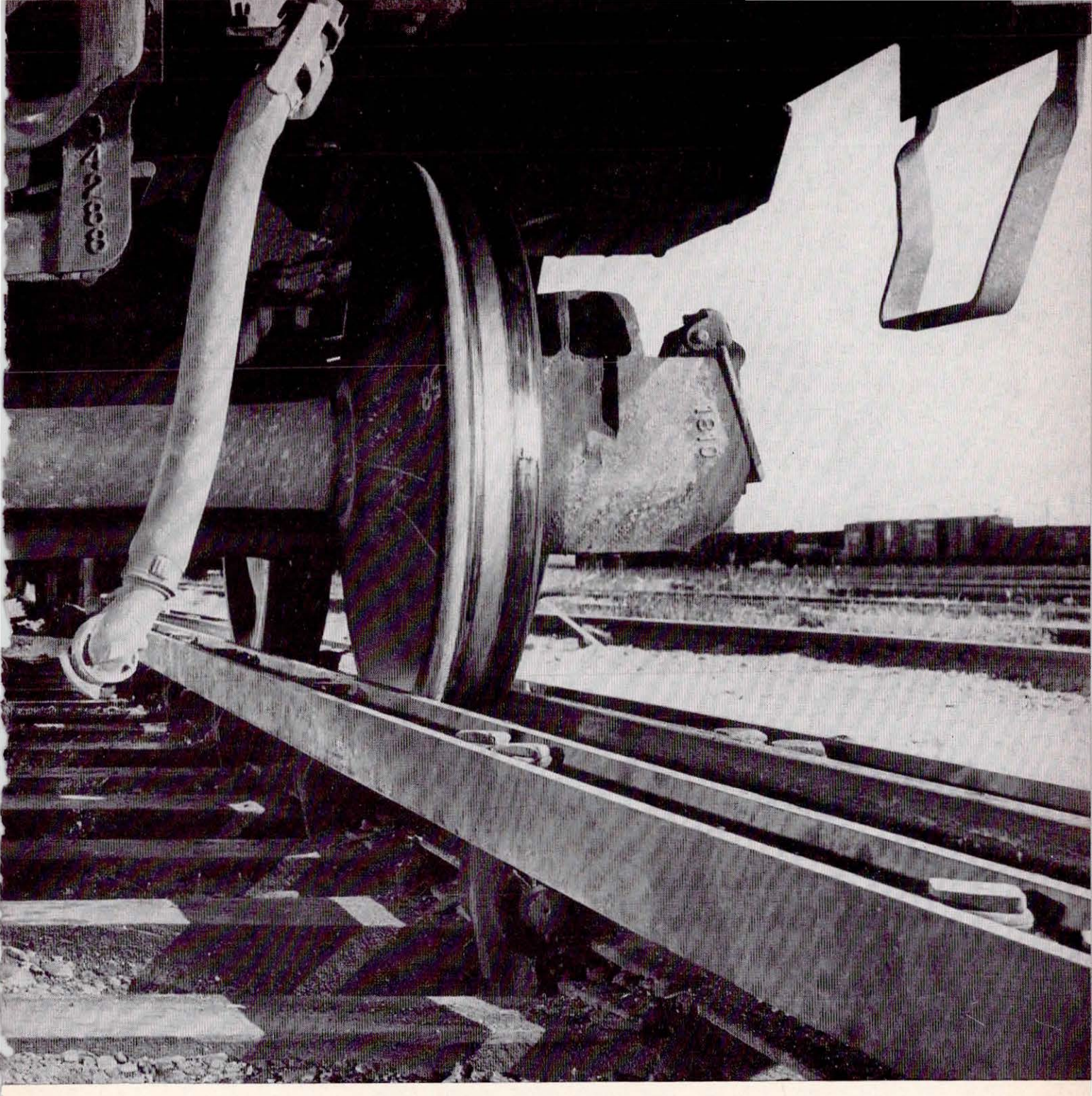
No skates needed here!

NEW RACOR® MECHANICAL CAR RETARDER* IS COMPLETELY AUTOMATIC!

**(Patent Applied For)*

No skates or skate men are needed in gravity classification yards with this new Racor Mechanical Car Retarder at the end of each track! The consequent reduction in operating expense will amortize the cost of the retarders in a short time. Still further savings accrue from reduced damage to lading through absorption of impact as cars come together.

The Racor Mechanical Car Retarder has been designed to bring rolling cars to a stop at the end of gravity classification yard track and to resist their further movement by the impact of succeeding cars. The



enters it. Once adjusted, it needs no further attention—operation is completely automatic.

retarder consists of spring loaded rails which apply retarding force simultaneously to both rim and flange of each pair of wheels. It applies opposing forces in such a way as to eliminate the possibility of derailment. Retarding action is entirely mechanical, and no difficulty is encountered in moving either the cars or the locomotive through the retarder when the track is being "pulled".

Your American Brake Shoe representative will be glad to make a study of the operation of *your* yard in order to determine the savings that can be derived from the installation of Racor Mechanical Car Retarders. American Brake Shoe Company, Railroad Products Division, 530 Fifth Avenue, New York 36, N. Y.

A-5962

AMERICAN
Brake Shoe
COMPANY

In Canada: Dominion Brake Shoe Company, Ltd.

Quality products cut your ton-mile costs

Meanwhile, the RLEA chairman denied that the association plans to compile a "blacklist." It "merely wants to see how effective this campaign has been and to act accordingly."

Mr. Leighty also conceded that the unions have been carrying on a counter-campaign, but he complained that "we don't have the money the railroads have." He was asked if the cost of management's advertising on the "featherbedding" issue was a deductible expense for income-tax purposes. He replied that he didn't know whether or not it was being deducted, but it was his understanding that such costs are not deductible under presently effective rulings of the Internal Revenue Service.

Asked why RLEA did not take a public-opinion poll on the featherbedding issue, Mr. Leighty replied that management's "propaganda" has been so effective that "seven out of ten people would say there is 'featherbedding'."

As to the outlook for settlement of the pending wage and rules cases, Mr. Leighty said the chances for peaceful settlement should be "at least fifty-fifty." He added: "If Railway Labor Act procedures are followed, and we get a decent emergency board, I think they could come up with a solution." The RLEA chairman also said he wouldn't rule out the possibility of getting agreements to submit some of the cases to arbitration.

In any event, he wouldn't expect a strike threat before May 1, 1960. In that connection, he had in mind an actual strike call after Railway Labor Act procedures had run the full course —not merely the strike vote which gets an emergency board appointed.

In reply to other questions, Mr. Leighty said he would not expect a break in management's united front, i.e., a single-road agreement like the Kaiser Steel Corp.'s break-away in the steel industry.

Mr. Leighty also announced another labor rally to combat management's drive on featherbedding on Jan. 15 in Milwaukee, Wis. It will be like the recent rally staged in Chicago.

Management's willingness to submit the featherbedding case to an impartial board has been emphasized again by AAR President Daniel P. Loomis, this time in a letter to Senator Wiley of Wisconsin. The Loomis letter was inspired by the senator's recent statement suggesting that it may be necessary for Congress to investigate the controversy (RA, Dec. 7, p. 10).

The AAR president said the senator had made "a statesmanlike approach which favors neither partisan party, but recognizes the public interest in transportation and the damaging effect a railroad strike would have on the whole economy of this nation and the national defense." Mr. Loomis went on to tell how the controversy reached its present stage, pointing out that management served its notices under the Railway Labor Act only after President Eisenhower had rejected its request, opposed by the unions, for appointment of a special commission to study the featherbedding situation.

Then came the AAR president's assurance that management still favors the impartial-board approach. Mr. Loomis added: "The emergency-board procedure may offer that opportunity unless frustrated by the actions of the railroad brotherhoods. We cannot forget, however, that in the past the railroads have almost universally accepted the recommendations of emergency boards while the operating unions have almost universally rejected them."

Union 'Smokescreen' Charged

The operating brotherhoods are laying down a "smokescreen" with their charges of "thornbedding" (RA, Nov. 30, p. 9), the Association of American Railroads charged last week.

The AAR branded as "fallacy" the contention that "train-operating employees, unlike other workers, do not get expenses away from home; nor do they get night-shift differentials or extra pay for holidays, Saturdays and Sundays."

"Such statements," said the AAR, "are basically a smokescreen and dodge the question of paying for work not done and staffing unnecessary positions. Non-operating and other rail worker groups who have standard hours as in other industries get holiday pay and overtime as elsewhere. But employees on road trains work under an entirely different system at very high rates of compensation. Standards have been tailored with the approval of both the unions and public Emergency Boards to meet these singular requirements."

The AAR continued:

"The away-from-home issue is greatly exaggerated. In many places the railroads themselves maintain special sleeping and dining facilities where lodging and food may be purchased at low nominal prices. In addition, the carriers help support numerous railroad YMCA's where lodging and food are also available at low cost. Unions also ignore the fact that road-operating employees now receive an extra 5¢ an hour in lieu of claims for expenses away from home. Even though this question has been brought before Emergency Boards in the past and rejected, in World War II Presidential intervention to forestall a crippling strike resulted in a special award of this 5¢ an hour to the five train-operating unions for expenses away from home. The unions agreed to this settlement and the 5¢ award remains part of the present day pay structure.

"As for night differentials and weekends railroading is a round-the-clock, 7-day-a-week public service. It is not unusual industrial practice for men to work at night and weekends (with other days off) at straight-time rates under such circumstances, and workers do so in many continuous-process industries besides railroads."

As for holidays, the AAR had this to say:

"Operating employees in yards do receive either extra pay for holidays or the equivalent in higher hourly wage rates. The union's position on paid holidays for road trainmen, however, has been brought before impartial public tribunals and rejected. Presidential Emergency Board 116 found that the rules applying to road operations place the majority of road-service employees 'in a much more favorable position, earningswise' and that paid holidays for this group would 'widen the inequities which employees have frequently argued exist between the two classes of service.' It ruled that union spokesmen had failed to justify paid holidays for this group."

The operating brotherhoods, fighting management's request for six major working rules changes (RA, Nov. 2, p. 9), have indicated they may base counter-demands on these so-called "thornbedding" conditions.

P&LE Loses Appeal Involving Strike Injunction

The Court of Appeals in Philadelphia last week denied an appeal by the Pittsburgh & Lake Erie against a lower court ruling ending a temporary injunction against a BRT strike (RA, Dec. 14, p. 7). At the same time, the court said it would hear arguments on "the merits of the case" Jan. 8.

Significance: The way is kept open for the P&LE to carry the case to the Supreme Court. At issue: Whether or not the Mediation Board can re-enter a dispute after leaving it.

always...a Merry Christmas and Prosperous New Year from the entire ASF family...

AMERICAN STEEL FOUNDRIES

PRUDENTIAL PLAZA, CHICAGO 1, ILLINOIS

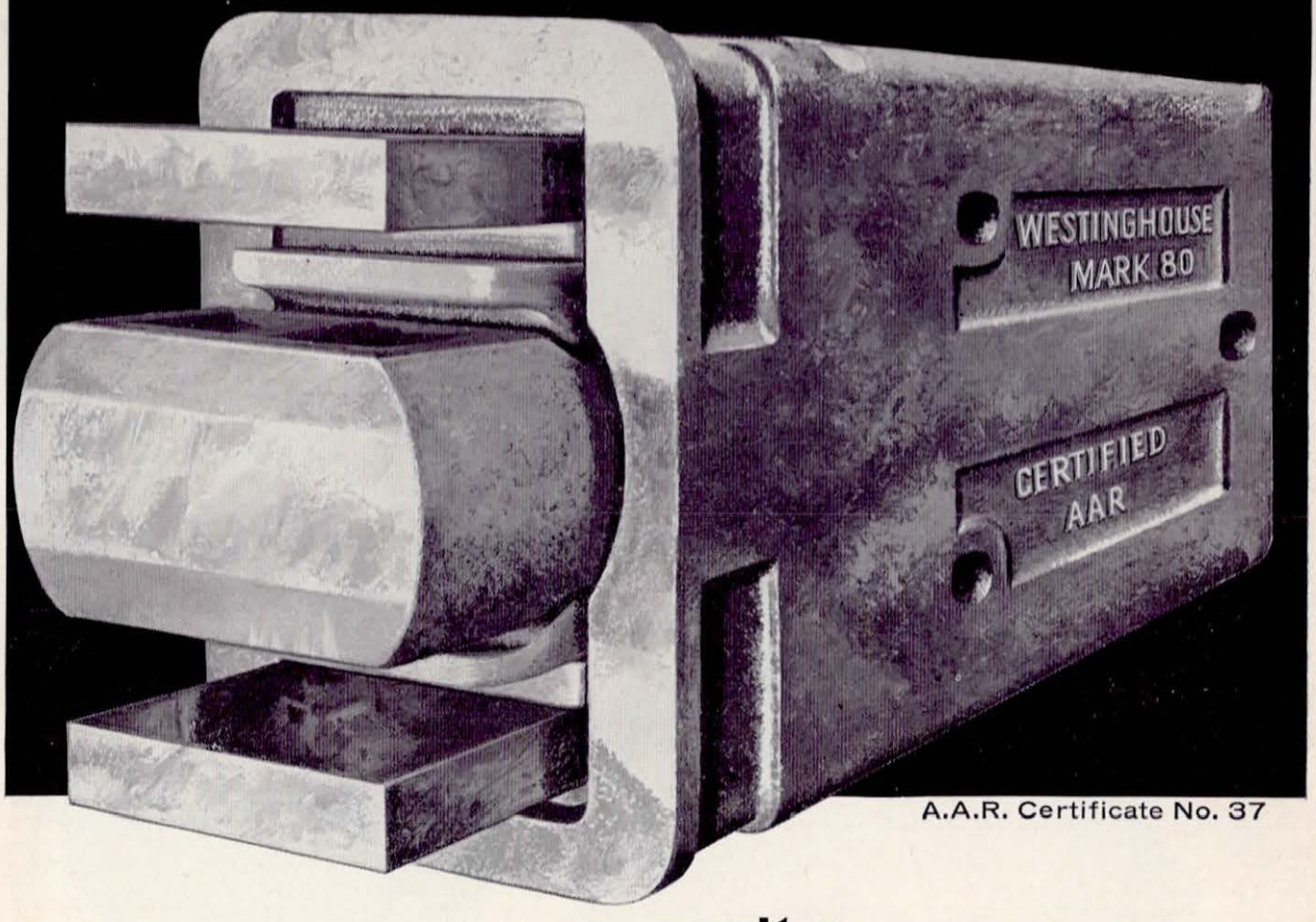
Mint mark of fine products . . .

ASF

- TRANSPORTATION EQUIPMENT DIVISION
- HAMMOND DIVISION
- ELMES AND KING DIVISION
- DIAMOND CHAIN COMPANY, INC.
- PIPE LINE SERVICE CORPORATION
- SOUTH BEND LATHE, INC.
- GRIFFIN WHEEL COMPANY
  GRIFFIN PIPE DIVISION
- GRIFFIN STEEL FOUNDRIES LTD.
- AMERICAN STEEL FOUNDRIES INTERNATIONAL, S.A.

GEARED TO PROGRESS
RI
MEMBER

there's only ONE MARK 80



A.A.R. Certificate No. 37

WESTINGHOUSE

MARK 80

FRICTION DRAFT GEAR
FOR **36-INCH** POCKETS

capacity:
77,320 foot pounds!
sill pressure:
only **447,000** pounds!

These are the averages (Official Ratings) according to the A.A.R. tests, at 4.39 inches of travel!

The Westinghouse Mark 80 Friction Draft Gear, for 36-inch pockets, is the *first* to meet the A.A.R. requirements for 36-inch pocket gears.

Think of these ratings in terms of lading protection and *reduced damage claims*...lower maintenance costs...protection and longer life for equipment. Specify Mark 80!

CARDWELL WESTINGHOUSE COMPANY

332 S. Michigan Ave., Chicago 4, Illinois

Canadian Cardwell Co., Ltd., Montreal 18, Quebec

Where Has Hotbox Odor Gone?

"Concerning your question, 'Do modern journals have the necessary odor when over-heated?'

"If a strong odor as well as an additional smoke-vapor-producing element were added, it would, no doubt, be an additional help.

"Research has been in progress for quite some time in connection with the practicability of incorporating an additive in car oil that would release a pungent odor as well as a visible smoke vapor when a journal box assembly became sufficiently over-heated to require immediate attention. The problem, it seems, has been to find a chemical that would do both of these things and still not adversely effect the lubricating quality of the oil. Also, this additive must have a definite temperature in the hotbox range so as to properly control the odor and/or the smoke.

"I feel the optimum approach to the hotbox problem is preventive measures—improvement of all the appurtenances connected with the railroad journal box assembly and its associated truck parts."—*G. P. Brock, president, Gulf, Mobile & Ohio.*

"I refer to the question as to whether new oils provided for axles and brasses have less odor than before and why: Many years ago, fish or other animal oils were used in the manufacture of car oils and were very unstable at high temperatures. They would give off distinctive odors when a hotbox developed. Later car oils were of a lower grade, dark in color and with a low viscosity index, compared wth the oils now approved. Since the AAR has put in V.I. restrictions, the oils have become increasingly higher in quality, to the point where they are now in the motor oil class. These newer oils without heavy duty additive, which conform to the AAR specification, are no different than oils used for the last ten years, so far as odor is concerned. The heavy duty car oils used by some larger railroads could have a different odor due to the additive. Whether or not this different odor could still be detected by a brakeman prior to a flaming hotbox, we do not know. We do believe a man would have to possess a very sensitive sense of smell to detect a hotbox from the odor of hot oils. You will recall some years ago 'stink bombs' were placed in journal boxes to detect excessive heating. This might have helped to some extent, but apparently the practice was abandoned because of doubt as to its effectiveness.

"It is true a tight journal box lid could prevent smoking of hotboxes, as the only direction the smoke could travel would be through the dust collar, and due to air currents could very well find its way under the center of the car and not be noticed.

"Regarding the use of additives in car oil, we understand there are such additives on the market which could help offset smoke and distinctive odors when boxes are hot; however, we have had no practical experience with any such additive."—*W. E. Lehr, superintendent motive power, Lehigh Valley.*

Conducted by George C. Randall, district manager, Car Service Division, retired, this column is a forum for questions that railroaders are talking about. Both questions and answers from readers at all levels of responsibility are welcomed. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion.

Where Has Hotbox Odor Gone? makes its third appearance in this space in this week's column. We'll have more comments later on why many hotboxes today do not have the distinctive smoke and aroma that characterized them in the past.

What Are Advantages of Billboard Box Cars? has been discussed in two previous columns. Our correspondent this week is interested in a different aspect from the one discussed previously. Why not let a shipper advertise his product on the sides of the car that is carrying it? Would there be any major problems involved?

What Are Advantages of Billboard Box Cars?

"In your October 19 column were several letters in response to the query 'What Advantages of Billboard Cars?'

"These carried me back to the years when I was a sales and service salesman (then called 'street men' or 'freight solicitors') for one of the large trunk lines. There was one particular movement of about ten cars at a time, twice a year. The question came up as to whether banners or other information could be affixed during transit to advertise both the company and the fact that my road had secured the traffic. This was forbidden by AAR rules for apparently good reasons.

"While the question in the October 19 issue concerned color, design, etc., and did not touch on the aspect which I had in mind, I started to wonder again as to why it was not feasible. Railroads are supposed to look for new horizons in their bid for competitive traffic and they are doing this in pricing research and innovations, new equipment, etc. Why isn't it practical to apply this same 'imagineering' to the billboard designed to obviate objections, so that banners or placards could be affixed securely, or where advertising might be sold? Of course, the latter part of this suggestion might be difficult where a semi-permanent installation would be on a car spotted to load a competing product. If the development of the suggestion could be confined to the product being shipped, I would think the advertising value for the shipper would be tremendous and might well induce him to use the railroads. The procedure, however, would also be available for adoption by motor carriers."—*Newton Morton, associate professor of transportation, marketing department, Kent State University.*

BOSTON-PITTSBURGH "On the Seaboard!"

Boston and Pittsburgh are typical of cities throughout the country where dependable, experienced "on line" Seaboard service is available within minutes to shippers and receivers.

Ask these representatives for any information you want about shipments moving to or from our territory. Both then, and later when you check consignments en route, you'll find satisfaction in dealing with alert, interested personnel who want your business and know how to take care of it.

If you're trying to find just the right industrial site for expanding operations in the Southeast, tell these men your essential requirements and let them secure for you specific, individualized information on available plant sites. All inquiries are held in complete confidence, of course.

Ask, too, about our new Piggyback service between the North and points on the Seaboard.

CHARLES F. GRIFFIN
General Agent
Boston, Mass.

CLIFFORD W. WOODFIN
Commercial Agent
Boston, Mass.

HAROLD E. SCHUNEMAN
General Agent
Pittsburgh, Penna.

ROBERT C. SMITH
Commercial Agent
Pittsburgh, Penna.

Remember, a local telephone call and you're "on the Seaboard!"

In BOSTON
LIberty 2-4700
2 Little Bldg., 80 Boylston St.

In PITTSBURGH
ATlantic 1-1159
953 Union Trust Bldg.

NATION-WIDE! OTHER SEABOARD FREIGHT REPRESENTATIVES ARE SITUATED IN:

BALTIMORE, MD.	5-7 So. Calvert St.	LExington 9-3920
BUFFALO, N. Y.	1524 Rand Bldg.	MOhawk 7152
CHATTANOOGA, TENN.	1015 James Bldg.	AMherst 6-3758
CHICAGO, ILL.	1460 Marquette Bldg.	STate 2-2195
CINCINNATI, OHIO	1803 Carew Tower	MAin 1-5061
DETROIT, MICH.	1207 Lafayette Bldg.	WOodward 2-8404
HOUSTON, TEX.	5958 Beldart	MIssion 9-2573
KANSAS CITY, MO.	1204 Fairfax Bldg.	VIctor 2-4747
LOUISVILLE, KY.	320 Heyburn Bldg.	JUniper 4-3413
MEMPHIS, TENN.	1334 Exchange Bldg.	JAckson 6-7067
NASHVILLE, TENN.	830 Third Nat. Bank Bldg.	ALpine 6-7427
NEW ORLEANS, LA.	914 Hibernia Bk. Bldg.	JAckson 5-7888
NEW YORK, N. Y.	1478 Woolworth Bldg.	WOrth 2-1180
PHILADELPHIA, PA.	307 Transportation Center	LOcust 3-8038
ST. LOUIS, MO.	1921 Rwy. Exchange Bldg.	MAin 1-1894
SAN FRANCISCO, CAL.	P. O. Box 548	(Belmont) LYtell 1-1229
TULSA, OKLA.	5906 E. 26th Place	TEmple 5-3130
WASHINGTON, D. C.	1001 Connecticut Ave.	REpublic 7-8287

. . . and of course at principal points in the six great states served by Seaboard.

SEABOARD
AIR LINE
RAILROAD

THE ROUTE OF COURTEOUS SERVICE

Better Diesel fuel economy

New Electro-Motive Needle Valve Injector

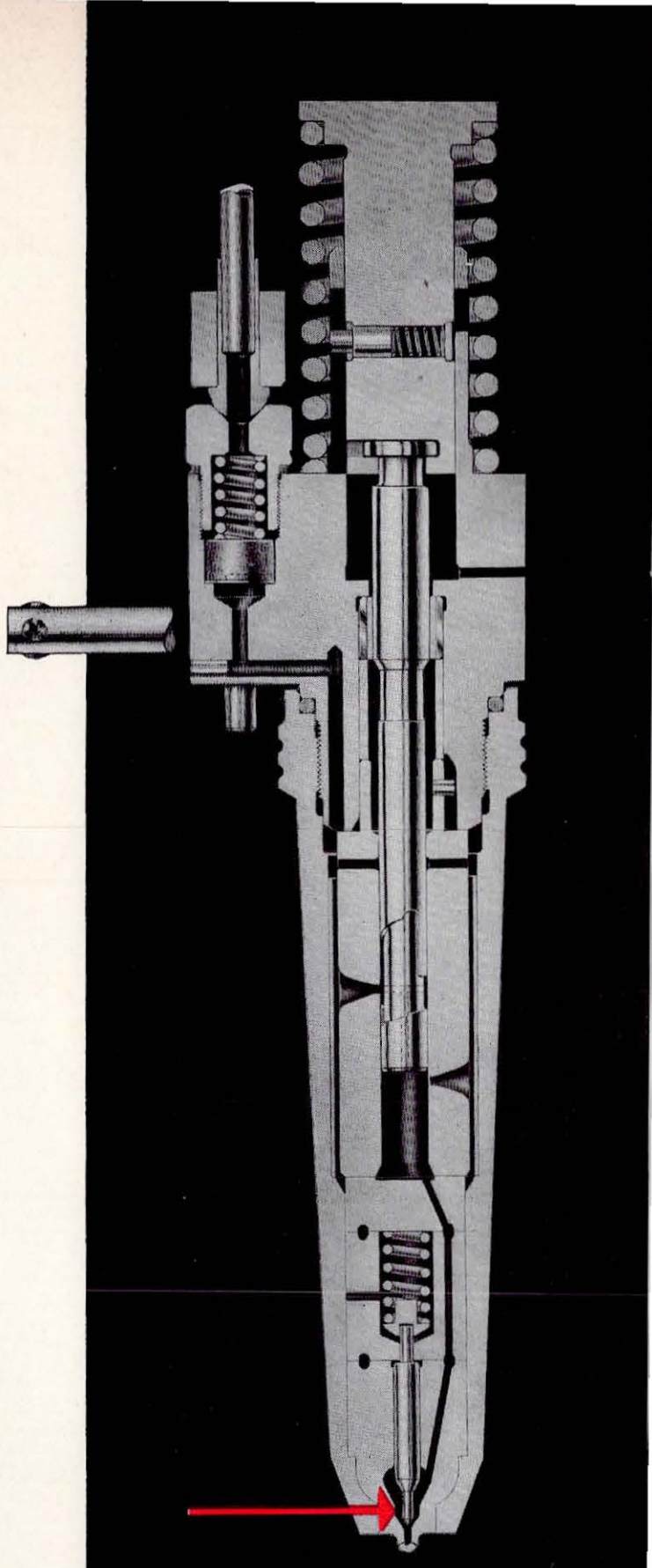
New fuel savings for General Motors locomotives containing 567 series engines is now possible with the new higher efficiency Electro-Motive needle valve fuel injector.

Two important advantages. Incorporating a differential needle valve arrangement, the new injector provides these advantages over present spherical valve injectors:

- *Improved initial automization for better combustion, higher thermal efficiency*
- *Reduction of wasteful after-dribble to lower specific fuel consumption*

With better combustion, there is less carbon deposit and the resulting higher thermal efficiency provides more useful power from each injection. The higher efficiency combined with reduced after-dribble provide increased savings in specific fuel consumption.

Old injectors converted. Spherical valve injectors in use on General Motors locomotives may be converted through Electro-Motive facilities to the new needle valve type. For details, contact your Electro-Motive representative.



DIFFERENTIAL NEEDLE VALVE
Location of valve seat close to spray tip reduces after-dribble (fuel trapped between spray tip and valve) to absolute minimum. Increased valve pressure possible with new needle valve, insures complete automization for higher thermal efficiency of injected fuel.

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS

La Grange, Illinois • Home of the Diesel locomotive
In Canada: General Motors Diesel, Ltd., London, Ont.

How the B&M nips hot boxes "in the bud" 85 miles away

Only six other railroads suffer as heavy a passenger-commuter cost-burden as does the Boston & Maine. While battling this condition through the various regulatory commissions, Patrick B. McGinnis also fights to improve the efficiency of revenue-producing freight operations.

A key step in increasing freight operations efficiency was the installation of SERVOSAFE® Hot Box Detectives.*

This patented and performance-proved system, expanded with the SERVOSAFE Compatible Transistorized Carrier System, enables the B&M dispatching office in Boston to spot a hot box on a train in Wells Beach, Maine — *immediately and automatically* — before the hot box can cause damage, delay, or danger—even before the train crew knows it's there!

Installations at strategic locations are contributing importantly to drastic reduction of freight delays and operating costs for the B&M.

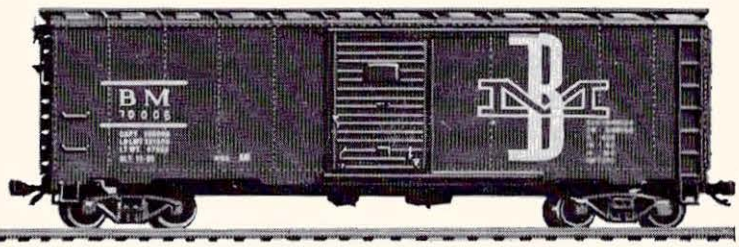
With the Compatible Carrier and Automatic Alarm Systems, SERVOSAFE Hot Box Detectives continue to lead the way in serving railroad safety and efficiency. Full information is available on request.

*Protected by U.S. & Foreign Patents, Including U.S. Patent No. 2,880,309 Other U.S. and Foreign Patents Applied For

SERVO CORPORATION OF AMERICA

Serving Safety Through Science

Railroad Products Division • 111 New South Road • Hicksville, Long Island, New York



Patrick B. McGinnis, president
Boston & Maine Railroad

December Traffic Poll

What Shippers Think of Railroad Salesmen

• Railroad salesmen, as individuals, are pretty highly regarded by industrial traffic managers. Certainly, shippers say, they are a lot better than they used to be.

• But there is still lots of room for improvement—both in the salesmen themselves and in the methods and techniques by which they are trained and directed.

• Greatest need of all seems to be closer liaison between salesmen and rate and operating departments of their own companies.

Those are the basic conclusions to be drawn from a series of six Traffic Polls reported in seven issues of Railway Age.* The Polls were designed, in total, "to ascertain what shippers think about railroad salesmen and their work, and to find out how (if at all) shippers think that work could be improved."

The weight of opinion, culled from replies and comments by a total of several hundred representative industrial traffic men, bears out the basic conclusions set forth above and also, in more detail, in the accompanying tabulation of strong and weak points.

Individual reactions to the specific questions, however, varied widely—from "excellent" through "good," "indifferent" and "poor," to "bad"—or even worse. A large majority of respondents said, for example, that they find calls by railroad salesmen definitely "helpful," but at least one man described such calls as a sheer "waste of time."

From the railroad standpoint, the most heartening fact developed by the six Polls was that freight salesmen are better than they used to be—and are trying harder than ever to do a good job for their customers and their companies. While there was no specific question on this point, unsolicited comments were too numerous to leave any doubt concerning it. Significantly, too, no one suggested, even by implication, that railroad salesmanship has deteriorated by comparison with what it used to be. Thus, it seems fair to conclude that—whatever other shortcomings railroad selling may have—it's not in the caliber of the men who are doing the actual work.

But there are shortcomings.

Most serious of these, in the collective opinion of the shippers who answered the Polls, is the difficulty which salesmen seem too frequently to en-

(*Continued on page 41*)

*April 27, p. 15; May 25, p. 13; June 29, p. 14; July 27, p. 35; Aug. 31, p. 14; Sept. 28, p. 13, and Oct. 26, p. 20.

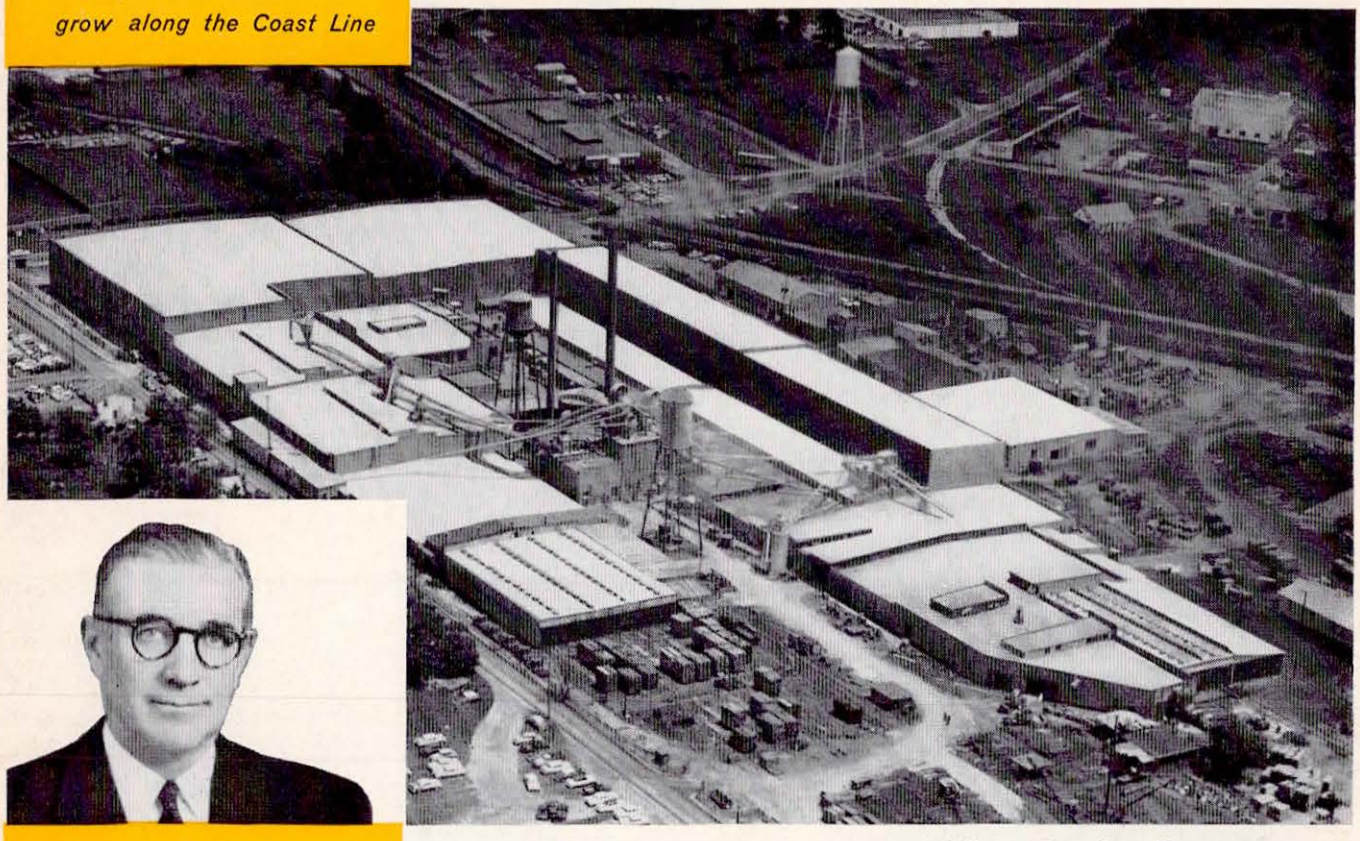
Broadly Speaking,

SHIPPERS SAY RAILROAD SALESMEN...

Are generally well acquainted with the facilities, schedules and services of their own companies, and with the needs of their customers...	**BUT**	**Are not well informed as to rates, special services (e.g., car reporting, claim prevention, etc.), or the services of connecting railroads.**
Know what railroads, as a whole, can offer to shippers...	**BUT**	**Don't know too much about what competitive modes of transport are doing.**
Are usually helpful to shippers, and nearly always eager to try to work out special problems...	**BUT**	**Too frequently have trouble getting necessary action on such problems from higher echelons, especially where rates are involved.**
Are welcome callers at nearly all industrial traffic offices, in most cases without advance appointment...	**BUT**	**Sometimes spend too much time in non-business talk—and don't always plan their calls effectively.**
Have improved substantially in recent years, in knowledge, sales techniques, willingness to help, aggressiveness and competitive sense...	**BUT**	**Must become still better—and receive better support from their companies—to reach maximum productivity in today's competitive transportation market.**

One of a series spotlighting the companies that work and grow along the Coast Line

Shippers Along the Coast Line



Julian T. Buxton, president of Williams Furniture, has been with the company since its founding. Before becoming president he served as vice president and general manager . . . guiding the company over the years to its present prominence in the furniture industry. In commenting on the broad field of traffic and shipping he says, "We consider ourselves fortunate in being located on the Atlantic Coast Line system. No business could ask for more complete co-operation . . . than they have given us . . . Much of our progress can be attributed to the complete service that this fine railroad has rendered."

Williams Furniture Company

2,000 Pieces of Furniture a Day!

35 years ago a small woodworking plant with only 42 employees opened its doors for business in Sumter, South Carolina. This was the beginning of Williams Furniture Company, today an industry leader with nine regional sales and display offices serving dealers coast to coast.

When operating at capacity, Williams can now produce some 2,000 pieces of quality furniture a day. To coordinate and maintain this volume production on a smoothly flowing basis, the company supplies much of its own raw material – a system probably unique in the furniture industry. Suitable timbers are hand-picked from vast tracts of Williams-owned forests and then processed through the company's own lumber and veneer mills.

Bulky, undressed timbers to fine furniture . . . shipments heavy to delicate . . . Coast Line handles them all with ease, dispatch, and care. And individual shipping problems become no problem when Coast Line freight experts take over. Let us tell you what Coast Line shipping services can do for you. We'll be happy to talk over your shipping needs anytime you call.

"Thanks for Using Coast Line"

ATLANTIC COAST LINE RAILROAD

...serving the Southeast Coastal 6!

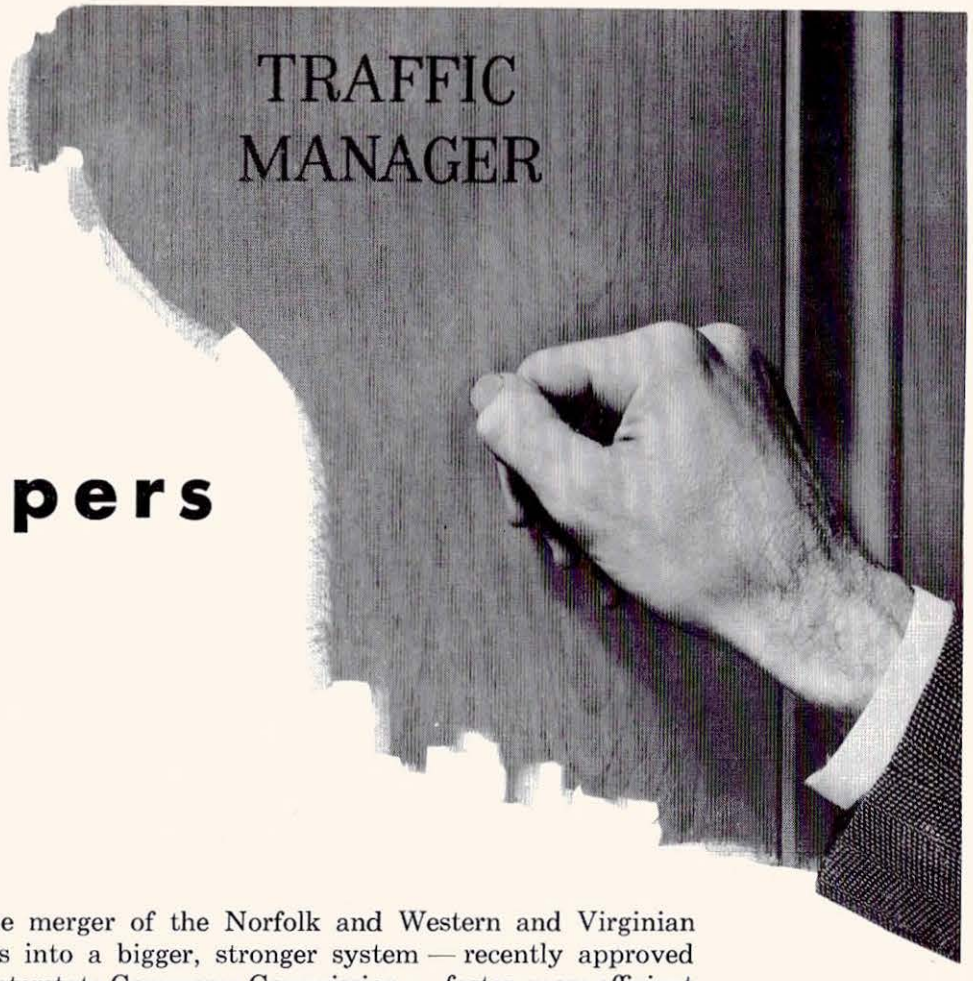
the new N&W

opens new opportunities

This is the route of Precision Transportation.

This is today's Norfolk and Western . . . on the go!

Norfolk and

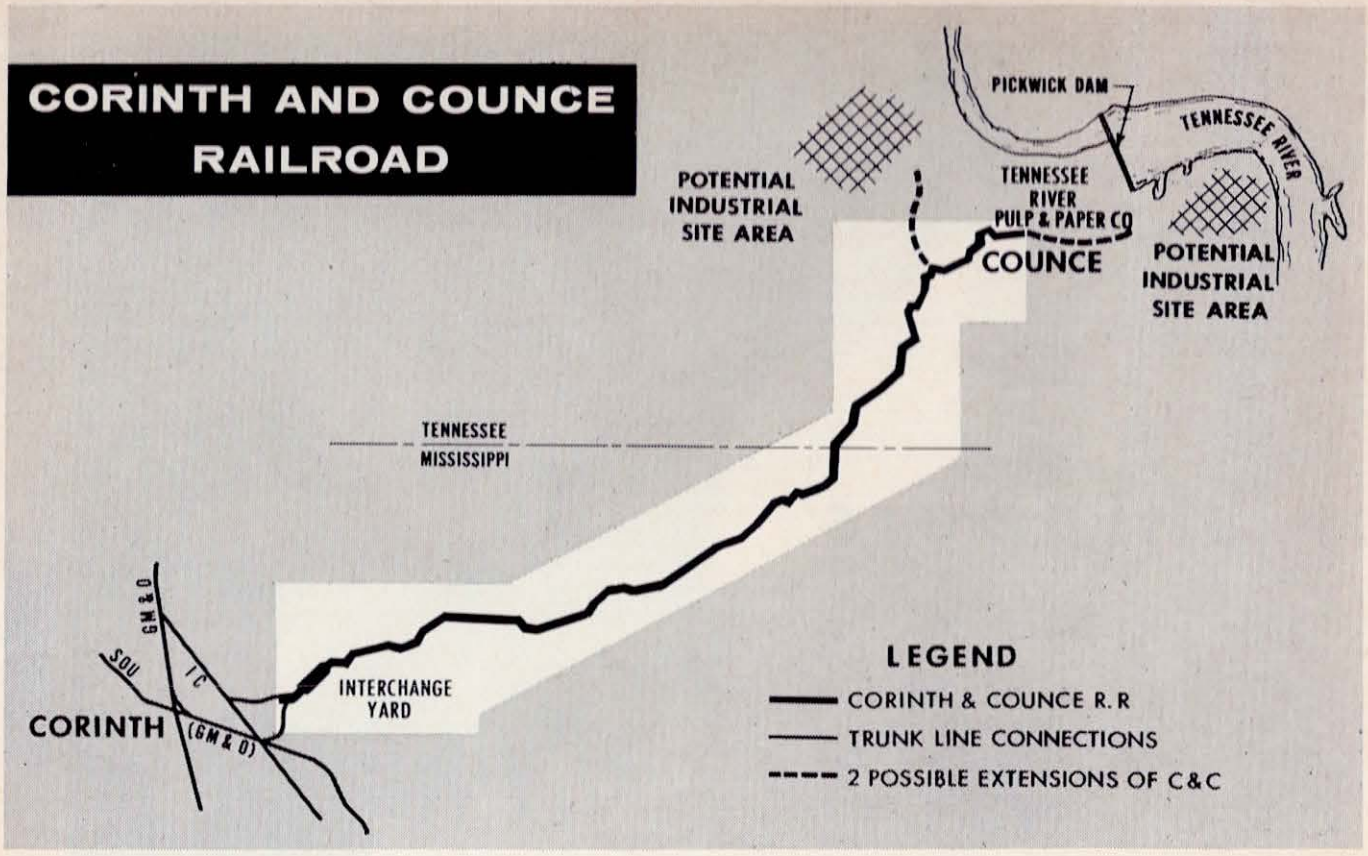


for shippers

- With the merger of the Norfolk and Western and Virginian Railways into a bigger, stronger system — recently approved by the Interstate Commerce Commission — faster, more efficient service and other advantages will be available to shippers.
- New links connecting the two railroads, the use of better grades of the unified lines, and more interchange points will speed the movement of freight to all parts of the country.
- The merger will give the expanded N&W 81,000 freight cars — more per mile of line than any other U. S. railroad over 250 miles in length — and better utilization and faster turn-around will produce the equivalent of hundreds of additional cars. The railroad has the nation's newest and most modern fleet of diesel locomotives.
- Physical consummation of the roads with extensive improvements will get underway promptly, including the extension of many technological advances, such as modern signalling and communications systems . . . to the former Virginian lines.
- It all adds up to just one thing . . . better and more efficient service to shippers. Get the full story on what the new N&W can offer you. Call on the experienced N&W freight traffic Sales and Service men located in 39 key cities of the nation.

Western Railway

PRECISION TRANSPORTATION



THE C&C, with little additional construction, could serve other potential industrial sites adjacent to the Tennessee river.

New RR Taps Industrial Area

Corinth & Counce, 16-mile common carrier, connects GM&O, IC and Southern, at Corinth, Miss., with Tennessee River Pulp & Paper Co. mill, and other potential plant sites, at Counce, Tenn.

Completion of the 16-mile main line of the new Corinth & Counce Railroad in Mississippi and Tennessee has been hailed as "a welcome break from the common present-day pattern of abandonment of secondary rail lines."

The C&C itself is described as "the first entirely new interstate line-haul common carrier railroad to be organized and constructed in the United States in several decades."

The new railroad was first conceived when the Tennessee River Pulp & Paper Co. — itself an entirely new factor in that industry — undertook studies to determine the best location for a proposed $30-million kraft mill.

Of all the requirements for a large pulp and paper mill, the most critical are water supply, waste disposal and availability of pulpwood. The first two can best be obtained by locating on a large river; the third, by building at a natural hub of rail transportation, well situated with respect to pulpwood growing lands.

Other Requirements

Advance activities leading to formation of Tennessee River Pulp & Paper established a general region of pulpwood supply, which partially delineated the geographic area for mill site selection. Water supply and waste disposal needs within that geographic area further limited site locations to the banks of the Tennessee river in its most southwesterly stretches.

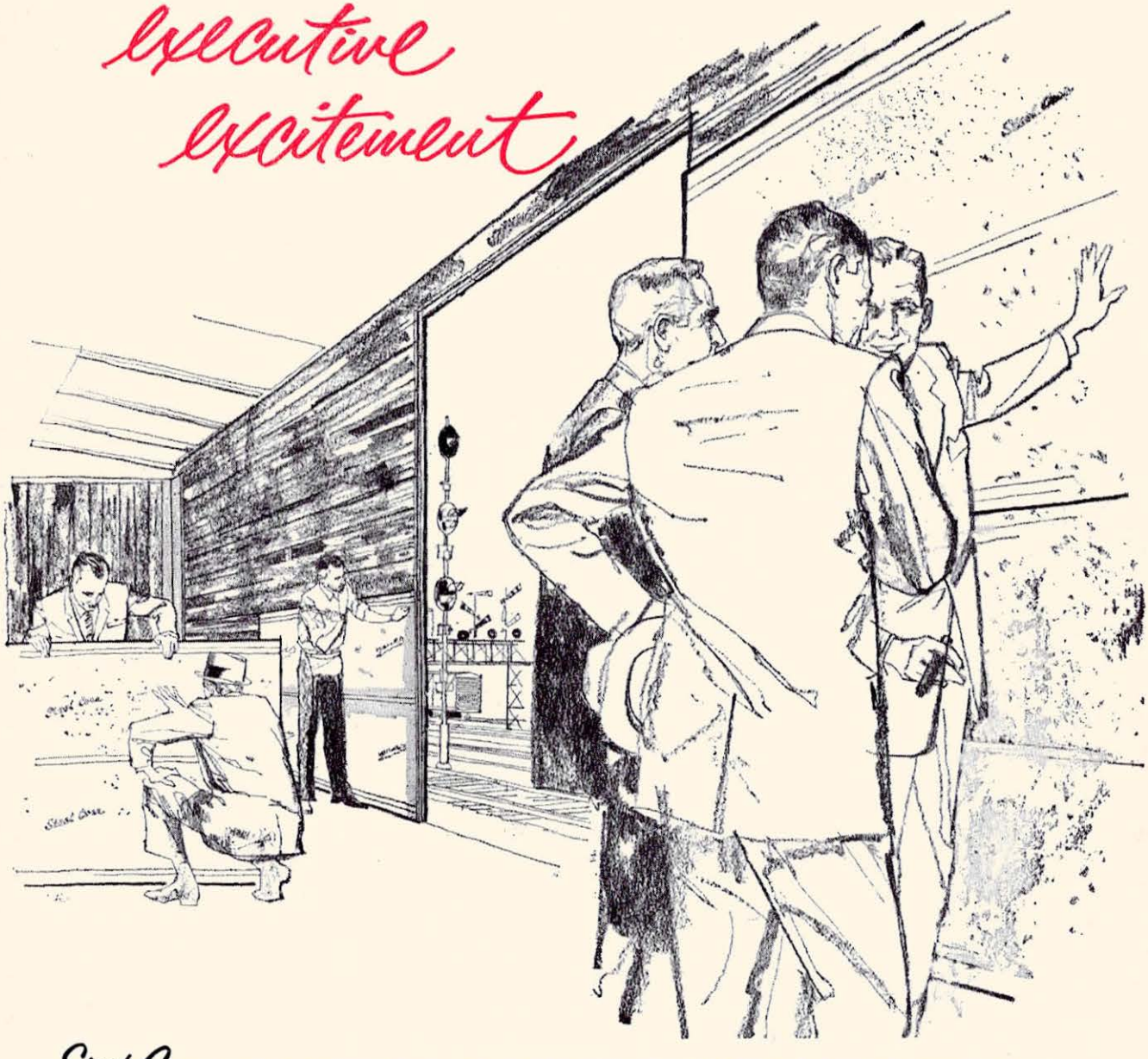
Several sites meeting those three requirements were available — but none possessed the added advantage of coinciding with a natural hub of rail transport. Nearest such point was Corinth, Miss., served by the Gulf, Mobile & Ohio, the Illinois Central and the Southern, and just 18 miles southwest of a wholly satisfactory plant site at Counce, Tenn., adjacent to Pickwick dam.

The obvious solution was an entirely new railroad — which was organized, financed, approved by the Interstate Commerce Commission, surveyed and built in less than 12 months; and which opened for business last August.

Its completion not only has made possible construction and future operations of the new paper mill at Counce, but also has opened up a whole new potential industrial area believed to have "enormous possibilities." There is ample land for several more large industries near Pickwick dam. Low-cost electric power, coal and natural gas are reliably available in large volumes.

(*Continued on page 30*)

executive excitement



Steel-Corr THE SILVER LINING TO THE FREIGHT CAR SHORTAGE PROBLEM

STEEL CORR

INTERNATIONAL-STANLEY CORPORATION

(formerly Ford Carliner Division)

116 NORTH 40TH STREET • OMAHA 31, NEBRASKA

THROUGH THIS YARD near Corinth, the C&C will interchange traffic with the Gulf, Mobile & Ohio, the Illinois Central and the Southern.

SWAMPY TERRAIN required a total of about 1,400 linear feet—nearly 100 feet per mile—of treated timber trestle, plus two 30-ft steel bridges.

NEW LINE traverses swampy, heavily wooded country. Considerable clearing and backfilling was necessary to get a solid foundation for the track, which, in full operation, is expected to handle about 70 cars a day each way.

NEW RR TAPS INDUSTRIAL AREA (*Continued from page 28*)

Water supply and waste disposal opportunities are as good as could be found anywhere, and there is a large potential labor pool.

"Add these advantages to a location well situated for railroad, highway and water common carrier transportation," a GM&O industrial development man says, "and you see why the Corinth & Counce Railroad and the Pickwick dam area can't miss in future industrial development."

First Railroad In County

The new line, incidentally, is the first railroad ever built in Tennessee's Hardin county, but it almost parallels, and crosses, the right-of-way of a line projected and partially graded 100 years ago from Corinth northeast toward the Tennessee river.

The first C&C survey party went into the field during Christmas week of 1958, and three such groups were at work by the first week this year. Design, survey, alinement and all other necessary preliminary work were completed, construction contracts awarded, and work begun by April 21. The first train over the entire line was operated on Aug. 15, and official opening ceremonies took place Aug. 21. Contract cost was about $1.5 million.

Standard construction methods were used throughout, but since much of the line traverses swampy areas it was necessary to cut out a lot of underbrush and muck and then backfill heavily to provide a solid foundation. Worst spot was the area known as Sharp's Bottom — populated largely by rattlesnakes.

As completed, the line is about 16 miles long, with an additional 1½ miles of yard track at Corinth and in the mill site at Counce. It is designed to withstand any known flood conditions in the area. The main line is laid with 85-lb rail on crushed limestone ballast and AREA type 4 treated ties — about two-thirds gum and one-third oak.

There are two 30-ft steel bridges over drainage canals and a total of some 1,400 linear feet of treated timber trestle in standard 12-ft bents. Maximum curve is 8 deg; maximum grade southwest from Counce to Corinth is 1½%, but northeast from Corinth to Counce — the direction of anticipated heavy traffic — is only 0.9%. Cuts run as deep as 40 ft and fills as high as 30 ft.

Excavation totaled about half a million cubic yards, plus 175,000 yards of borrow material used principally in the interchange yard 1½ miles east of Corinth. The IC reaches that yard over its own track; the GM&O and Southern over a joint track owned by the latter.

Traffic Prospects

Presently, C&C traffic consists principally of construction materials for Tennessee River Pulp & Paper's rising new mill at Counce. When that plant goes into operation, sometime next year, traffic is expected to average about 70 cars each way daily. Inbound, there will probably be from 40 to 50 loaded pulpwood cars; eight or 10 cars of chemicals and other mill supplies; and about a dozen empty box cars for outbound loading. From the mill, there will be that same number of box cars loaded with paper, plus empty pulpwood and supply cars. The C&C will get line-haul divisions on all its traffic.

For motive power, the road is using a 600-hp diesel switcher, temporarily leased from one of its trunk-line connections. It expects eventually to purchase two 1,200-hp switchers, which will handle both road trains and switching in the mill yard at Counce.

Officers of the C&C were listed for the first time in the Official Guide for September. They are: President — J. J. Ross, Savannah, Tenn.; vice president — W. C. Wells III, Jackson, Miss.; secretary and treasurer — E. W. Ross, Jr., Savannah; and general manager, C. W. Byrd, Counce, where the new company maintains its general office.

Surveys and other design and engineering work were handled by J. B. Converse & Co., civil engineers, Mobile, Ala., who also supervised final construction. The general contractor was Ballew & Roberts Construction Co., of Sheffield, Ala., which completed the entire job in about two weeks under the 130-day contract limit. Bailes-Sey, Jacksonville, Fla., was sub-contractor on track.

NOW! a standard warranty on Westinghouse ReManufactured* "AB" Freight Brake Equipment

Thousands of sets of "AB" Freight Brake Equipment have been completely ReManufactured in our shops during the last few years. Now it is possible to offer to the railroad industry standard warranty on all "AB" Freight Brake Equipment that is ReManufactured in Westinghouse Air Brake facilities.

All "AB" valves, reservoirs and cylinders returned to the Westinghouse Air Brake factory under this program are ReManufactured to meet standard warranty. ReManufacturing includes rebushing, replacement of gaskets and parts of the latest design and complete modernization to conform to present-day standards. All reservoirs are cleaned, assembled with new gaskets and pressure tested as required by AAR regulations and all castings are rustproofed.

Ship Your Used "AB" Freight Brakes To Us—
We ReManufacture Them To Standard Warranty

Items to be Returned to Westinghouse for ReManufacture

- **AB Valve with** †Service Portion Body Having Filter Protection for Charging Chokes
- **AB Reservoir**
- **AB Brake Cylinder having** †Non-Pressure Head with Spring Guide

†Mandatory for new or rebuilt cars

+

New Material Furnished by Westinghouse

- **AB Valve Accessories**
  - Vent Protector
  - Release Valve Handle Details
- **Brake Pipe Details**
  - Dirt Collector
  - Cut-Out Cock
  - Brake Pipe Tee
  - Wabcoseal® Angle Cocks
  - Hose and Couplings
- **Release Control Retainer**
- **Wabcoseal® Fitting Kit**

=

We Return to You

Complete "AB" Equipment with Standard Warranty

Immediate and Long-Term Advantages in "AB" ReManufacture

IMMEDIATE

Eliminates need for expansion in shop facilities with accompanying increase in expense burden as need for maintenance increases.

Eliminates investment in equipment for pressure testing of reservoirs, now required under code regulations.

Automatically restores new bushing condition and absorbs rebushing costs inevitable after long service.

LONG TERM

Upgrades brake equipment for reliable operation through the recently extended 4-year cleaning period.

Minimum maintenance repairs required at succeeding cleaning periods.

It will pay you to investigate the advantages of having Westinghouse ReManufacture your "AB" freight brake equipment. You will find our charges for this service compare favorably with real costs for your own shop reconditioning and, in addition, you receive your ReManufactured air brake equipment with a standard warranty.

For information on costs and literature, call or write your Westinghouse Air Brake Representative.

**"ReManufacturing" is the term Westinghouse Air Brake uses to describe an air brake rebuilt in the same plant under the same strict quality control conditions that prevail during original manufacturing. ReManufacture is the only way of upgrading "AB" Equipment to standard warranty.*

Westinghouse Air Brake
COMPANY
AIR BRAKE DIVISION WILMERDING, PENNA.

GM Diesel, CP Test Four-Wheel Piggyback Car

General Motors Diesel Limited has built a prototype four-wheel flat car, mounted a Strick container and sent the car out for evaluation testing on Canadian Pacific. GM Diesel and CP personnel cooperated in creation of the new design. The car, designed to carry highway semi-trailers or similar containers, can be loaded from either side. Vehicle wheels remain at the terminal. The car is GM Diesel's first venture into piggyback equipment.

A-Locomotives for Russia?

The USSR apparently is engaged in serious research aimed at building an atomic-powered locomotive.

Four designs are mentioned in a just-published 44-page booklet (Soviet Nuclear Power, by R. G. Perel'Man, Triumph Publishing Co., 1414 Monroe St., Washington, D. C., $2.85).

One of the power units under study is a freight locomotive, rated at 5,500 hp. It would be standard Russian gage (5.0 ft) and would utilize steam turbines with electric drive. Built in two sections, the locomotive would be 155.7 ft in length and weigh 430 tons. Each of 12 driving axles would be equipped with traction motors rated at 360 kw.

The lead unit, or front section, of the atomic locomotive would house a uranium-graphite reactor and steam generators, in addition to the cab. The reactor would be shielded with layers of lead and reinforced concrete, and the concrete, on the side nearest the cab, would be 98.4 inches thick. The second section of the unit would contain a turbine and condenser. The entire power installation is estimated to weigh 200 tons.

In operation, molten sodium would be pumped through the reactor core, heated, and piped into the primary steam generator. Heat is transferred to a second loop of piped molten sodium inside the generator. This sodium, with relatively small radioactivity, is delivered to the generator producing steam to drive the turbine.

The turbine drives electric generators, providing power for the traction motors. It is estimated that the locomotive could operate around 600 miles without requiring additional water, since the used steam from the turbine is condensed and returned to the generator in a closed cycle. The reactor itself would generate heat for an estimated 300 days, and fuel use is estimated at around 3.5 ounces per 600 miles.

The operating controls in the cab consist of two main levers—one to control the reactor level and steam supply, the other for braking. Automatic devices would correct any malfunctioning in the power plant.

Three other locomotive designs mentioned in the booklet as "under study" include a 360-ton atomic steam turbine unit, and two lighter units—one, 180-ton; the other, 175-ton.

The first of these contemplates use of distilled water which would be pumped directly through the reactor to generate steam for the turbine. But the steam would, in this case, be radioactive because of its introduction into the reactor; and while the whole cycle is closed, much of the power plant would be contaminated and render difficult even minor repair work. Moreover, this particular reactor would utilize nuclear fuel in solution, which would make it relatively more hazardous.

Still another handicap in this design is the uncommonly wide gage it would require (almost 10 ft). As Russian engineers point out, this would require building "a special railroad line for this . . . locomotive."

Both of the two lightweight units would have 3-axle truck assemblies. In one of the units a compressor would force air through the reactor for heating, after which it would drive a 3,000-hp turbine. Construction of this design has not progressed, however, since it contemplates venting used air into the atmosphere. Since this air could be expected to carry radioactive particles, special equipment must be designed to clean the air before it is exhausted.

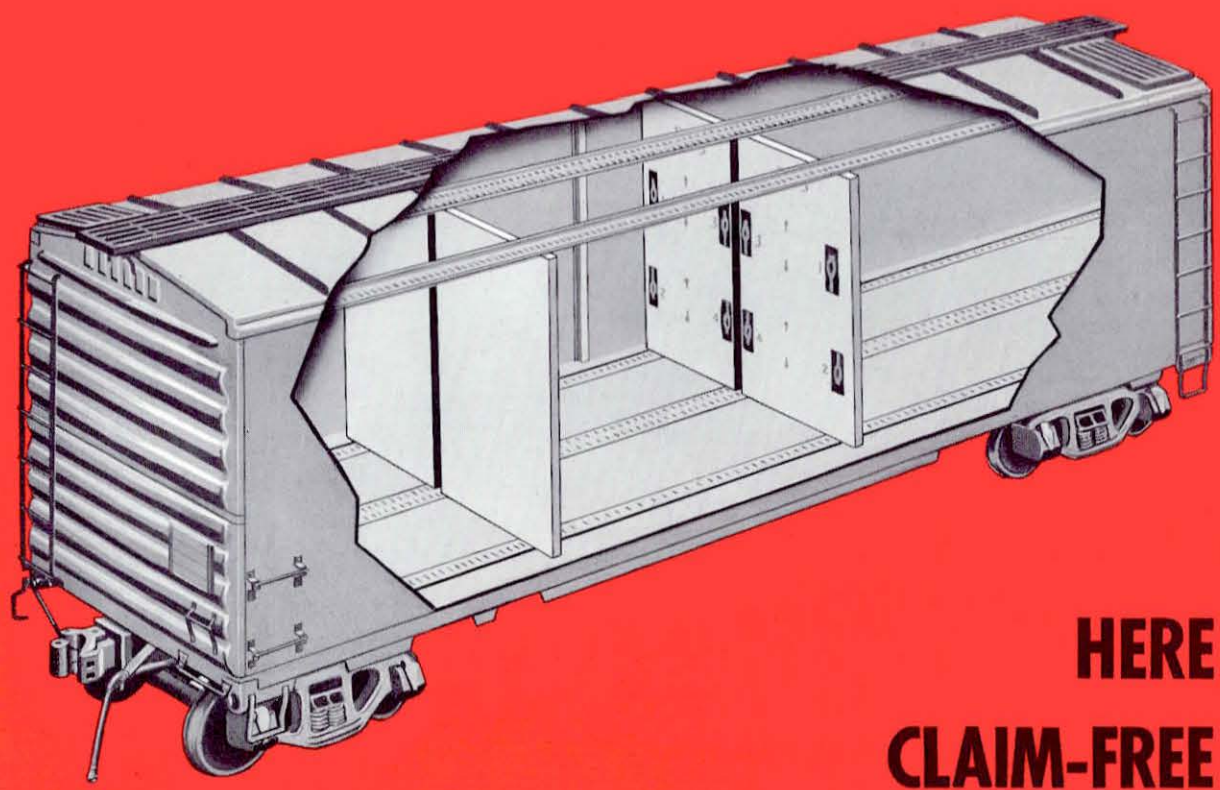
The second lightweight design, the work of a German engineer, would use gaseous helium as the heat carrier. It would operate in a manner similar to the other units, with heated helium operating the turbine. It would differ, however, in that the turbine would drive the axles by a hydromechanical transmission. Unit is rated at 6,000 hp.

(Ed. Note: No recent announcements have been made by U. S. designers to indicate they are progressing the atomic locomotive idea. Such a unit may indeed be impractical for railroad use in this country. At least one leading physicist has suggested that atomic energy, if used at all for locomotive propulsion, would best be put to work in generating electricity in wayside power plants, thus becoming the power source for large-scale electrification.)

open this car end
and see how to
slash damage claims
and obtain
perfect shipping

Last year, those Railroads that had to rely on conventional methods of lading protection paid out over $20,000,000 in damage claims in one lading classification alone!

NOT SO WITH P-S COMPARTMENTIZER OWNERS...



HERE CLAIM-FREE SHIPMENTS ARE THE RULE...NOT THE EXCEPTION.

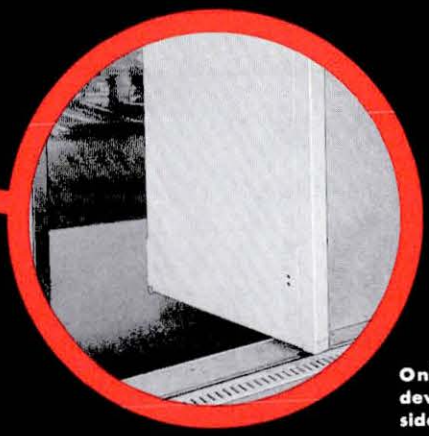
NEW COMPARTMENTIZER FEATURES... exclusive features that mean better performance, greater revenue from every compartmentizer carload!

Only Compartmentizers have the new, easy-to-use lever action locking and unlocking

Compartmentizer gates can be locked by just one man, thanks to the easy operation of the new lever action lock. No crews to wrestle bulky parts into place...just one man and a couple of minutes are all you need.

Only the Compartmentizer can be moved across and locked across the doorway

. . . without the special bars and braces required by those devices that use the sidewall for anchoring. One and one-half inch locking increments and three prong locking bars enable the Compartmentizer to be firmly locked anywhere in the car against the load face.



Only permanently installed device that can be swung outside the car

If more room is needed for lift trucks and pallets, all that the crews need do is pivot the gates around . . . swing them completely outside the car. Leaves interior clear and workmen unhampered.

Only Compartmentizer-equipped cars need no side wall alteration, linings stay smooth

Compartmentizer gates anchor in floor and ceiling only. Side walls are not used. Cars have a smooth, flush lining. Nothing protrudes or obstructs . . . lading arrives free of snags and scratches.

Only the Compartmentizer is self-protecting . . . won't damage itself or car interior

Even if Compartmentizer gates are left standing free after unloading, the first train movement swings them toward the wall and engages the floor lock. Gates can't swing free . . . can't cause damage.

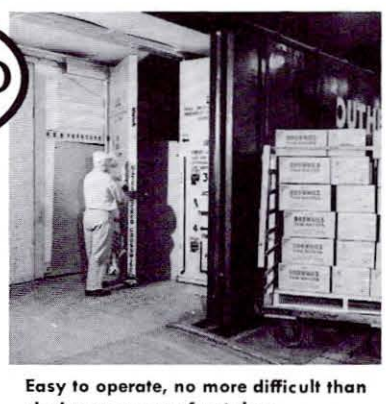
P S
COMPARTMENTIZER
KEEP GATES LOCKED CROSSWISE
EXCEPT WHEN ACTUALLY LOADING
OR UNLOADING
TO UNLOCK
TO LOCK
1
3
P S
COMPARTMENTIZER
KEEP GATES LOCKED CROSSWISE
EXCEPT WHEN ACTUALLY LOADING
OR UNLOADING
TO UNLOCK
TO LOCK
3
1

HERE ARE PERFORMANCE REPORTS FROM MAJOR SHIPPERS YOU KNOW ON THEIR COMPARTMENTIZER RESULTS

GREEN GIANT

87,350 pounds from Minnesota to Long Island . . . no damage!

NABISCO



Easy to operate, no more difficult than closing your own front door.

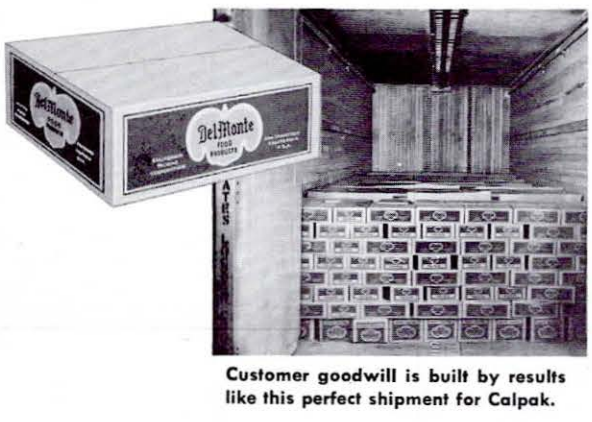
GENERAL MILLS

No guesswork . . . Compartmentizer provides maximum protection, always.

HORMEL

Fast unloading . . . no time wasted ripping out bracing or blocking.

CALPAK

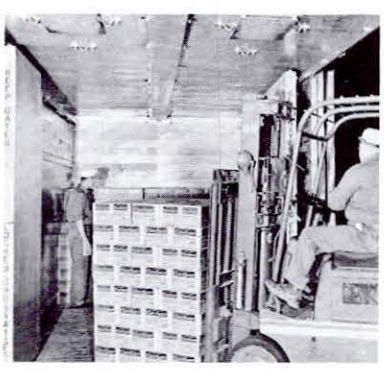


Customer goodwill is built by results like this perfect shipment for Calpak.

AMERICAN HOME FOODS

Ideal for stop-off loads . . . shipments can't get mixed.

GERBER



. . . contributes to efficiency of all loading and unloading activities.

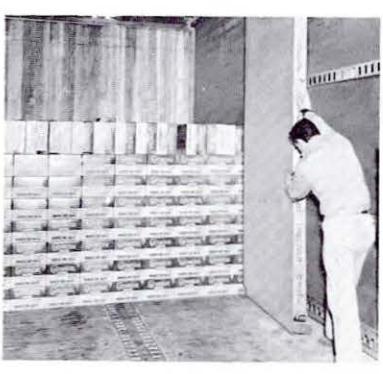
FOOD FAIR

. . . welcomes Compartmentizer-equipped mechanical refrigerator car.

OCONOMOWOC CANNING

Locks out lading damage . . . consignee calls it "remarkable!"

CARNATION



Saves $30.00 in car preparation, cuts hours from loading time.

HUBBARD AND COMPANY

Even with a mixed load of pole line hardware . . . no damage.

HEINZ

A 91,235 pound load from coast to coast . . . not a single damaged case.

Ask your P-S representative for the details on the new P-S Compartmentizer . . . it's interesting listening

PULLMAN-STANDARD

A Division of Pullman Incorporated

200 SOUTH MICHIGAN AVENUE, CHICAGO 4, ILLINOIS

BIRMINGHAM, PITTSBURGH, NEW YORK

J. C. Fennelly Co., San Francisco, Representative

These shipper-conscious carriers have Compartmentizers in service or on order

Baltimore & Ohio
Bangor & Aroostook
Central of Georgia
Chesapeake & Ohio
Chicago, Burlington & Quincy
Chicago Great Western
Chicago & North Western
Fruit Growers Express
Great Northern
Merchants Despatch Transportation
Milwaukee Road
Minneapolis & St. Louis
New York Central
Norfolk & Western
North American Car Corp.
Northern Pacific
Pacific Fruit Express
Pennsylvania
St. Louis Southwestern
Seaboard Air Line
Southern Pacific
Texas Pacific
Union Pacific
Western Pacific

counter in obtaining support from other departments of their own companies. As one respondent expressed it: "Railway representatives usually have an understanding of our problems and the means of correcting them—but this understanding diminishes in the process required to channel the facts to top officials."

"Salesmen themselves," another man said, "do an excellent job, but departments take so long to act that when they do you have another problem."

The difficulty apparently extends both to matters of rates and of service, but Poll respondents were particularly vocal with respect to the former. A number of them suggest, however, that the trouble would be largely corrected if railroad rate men could make occasional calls along with salesmen, to get a first-hand view of shipper problems.

Lack of qualified personnel, and pressure of other duties on those men who are qualified, probably preclude widespread adoption of this suggestion on any continuing basis. But some roads —the Milwaukee, for example—are trying to do essentially what the shippers suggest, by setting up a "task force" of top traffic officers who are spending time in local agencies and making calls with salesmen.

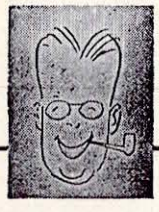
A second possible shortcoming is lack of effective planning of sales activities—that is, they are not always concentrated in the localities or on the shippers from which the largest quantity of remunerative traffic may be expected. But this fault—if it is a fault—has to be put in the "possible" class because a substantial minority of all respondents disagrees, and thinks present planning is good.

This difference of opinion is well illustrated by a pair of typical replies. "A great deal of time," says one, "seems to be spent on calls to shippers who just are not in position to make use of rail facilities." Offsetting this negative view is the answer which said: "Railroad sales efforts, in most instances, are directed toward sources of business whether they be big shippers, local shippers, distant shippers or small shippers."

A third possible shortcoming is the frequent failure to sell railroad service competitively against other modes of transportation. But this, too, has to be ranked only as "possible," because it produced an almost even 50-50 split —the sharpest division of opinion on any single question in the entire Poll series.

Here again, sample replies on both sides typify the split in opinion. On the negative: "Railroad salesmen know very little of their real competition." . . . "They have not yet recognized that

(*Continued on page 51*)

Railroading  After Hours with Jim Lyne

'OUTSIDE' OCCUPATIONS—I saw a newspaper story the other day — about Harry Magee, an SP employee at Englewood Yard, Houston, who is a part-time rancher as well as a full-time railroader.

As far back I can remember, there were locomotive engineers in the railroad towns in Kansas and Missouri where I spent my youth who were prosperous farmers on the side. Another engineer I remember was a successful portrait photographer. And, not long ago, I heard of a fellow on an Eastern railroad who was doing fine as a bowling alley operator, while putting in full time on the railroad.

There are a lot of railroad jobs which allow enough spare time to enable an ambitious fellow to engage in a side business. I even heard of one fellow who had been doing some local trucking on his days off.

'CROWSON QUESTION' AGAIN—Before me is a report of a speech a newspaper editor made to a local historical society. His subject was the history of transportation in his particular county. He said that railroads had not played an important part in transportation in that county (although they had) and that, at present, "the three systems here are out of business." Actually, the only business these railroads are out of in that county is the passenger business. They still do a heavy freight business there—but this business is, apparently, so inconspicuous that it even escapes the attention of the editor of the local paper.

My informant about this (which he substantiates with a newspaper clipping) is R. J. Lane, of the office of the Rock Island's operations vice-president. This is just one more instance of the importance of the unanswered question raised several years ago by the IC's George M. Crowson, viz., what can a railroad do to keep itself favorably in the public mind once it quits running passenger trains (or once people quit riding them)?

CONSOLIDATION—I hear more serious talk about railroad mergers these days than I can ever remember hearing before. More serious, I say, because this time some of the people who are doing the talking have not in the past been conspicuous advocates of mergers.

The head of one medium-sized railroad told me that, until relatively recently, he'd had no enthusiasm for mergers, believing his company was just about as big an enterprise as one management could administer efficiently. Lately he's changed his mind—for one reason, because the growth of competing transportation is forcing railroads to concentrate their traffic on the lowest-cost routes. Another reason he cited is that most railroads need more help than they have at the staff level—and a staff force costs a small road as much as it does a big one.

NARROW GAGE—Not much doubt about it that, of all remaining narrow gage lines on this continent, the White Pass & Yukon is out in the forefront as a vital transportation enterprise. Roy Minter, special assistant to president, has sent me a file of literature on the line—which would do credit to a much larger railroad. Not only a freight carrier, this railroad also goes out after tourist business. With parlor car and dining facilities on its railroad into Whitehorse, it has a bus connection from Whitehorse north to Fairbanks.

DOUBLE-ACTING HYDRAULIC CYLINDER mounted within the sliding sill cushions impacts on Shock Control cars.

Sliding Center Sills . . .

VERTICALLY MOUNTED HYDRAULIC CYLINDER squeezes braking plates within the sliding sill on Hydracushion car.

. . . Cut Lading Damage

Protection from damage to loads in the future will be adapted to meet individual requirements. That, at least so far as draft gear and sliding underframes are concerned, is the forecast of an ASME study group.

Bulk commodities can be well served by cars with high-capacity draft gears. Rugged ladings will receive moderate protection from long-travel draft gears. Fragile ladings need sliding underframes or other suitable cushioning devices for protection, two engineers told the Railroad Division's Symposium on Cushion Underframes this month.

"Future requirements of draft-gear protection will be determined by the decisions of operating managements," R. E. Abbott, engineer of physical tests of the AAR, and H. K. Lanning, mechanical and research engineer of the Santa Fe, reported. "Management will establish the maximum coupling speeds consistent with economical operating conditions . . . They will also dictate the amount of money available to the mechanical designer to purchase additional car and lading protection. Management must not take the position that increased protection will allow switching at higher speeds . . . The added capacity or protection is designed to prevent damage at existing coupling speeds."

Structural and lading protection in the future, summarized by these two engineers, will include:

- High-capacity draft gears for cars handling bulk commodities;
- Long-travel draft gears affording moderate protection for rugged ladings;
- Sliding underframes or other suitable cushioning devices for protection of fragile ladings.

"It must be remembered in a discussion of increased gear protection," they cautioned, " that additional capacity costs money. Railroads have been very reluctant to purchase premium-price gears. However, a thorough analysis of costs indicates that savings far exceed the initial additional costs."

The consequences of inadequate draft protection fall into five categories. Largest, say Messrs. Abbott and Lanning, is the "staggering" car repair bill resulting from continued impacting of freight cars in yards at speeds above the design limit of draft equipment. Such impacting causes accelerated wear to car structures. It inflicts damage to the journal bearing assembly that frequently goes undetected until a hotbox or broken journal occurs.

Leads to Car Shortages

Inadequate draft protection also reduces the useful life of freight cars and leads to car shortages. Damage to lading is the most widely publicized consequence. One Western road estimates revenue from each eleventh car handled is lost through damage-claim payments. The cost to the railroad shipper for added bracing and packing to protect the commodity while in transit is high. Another important consequence is loss of customers.

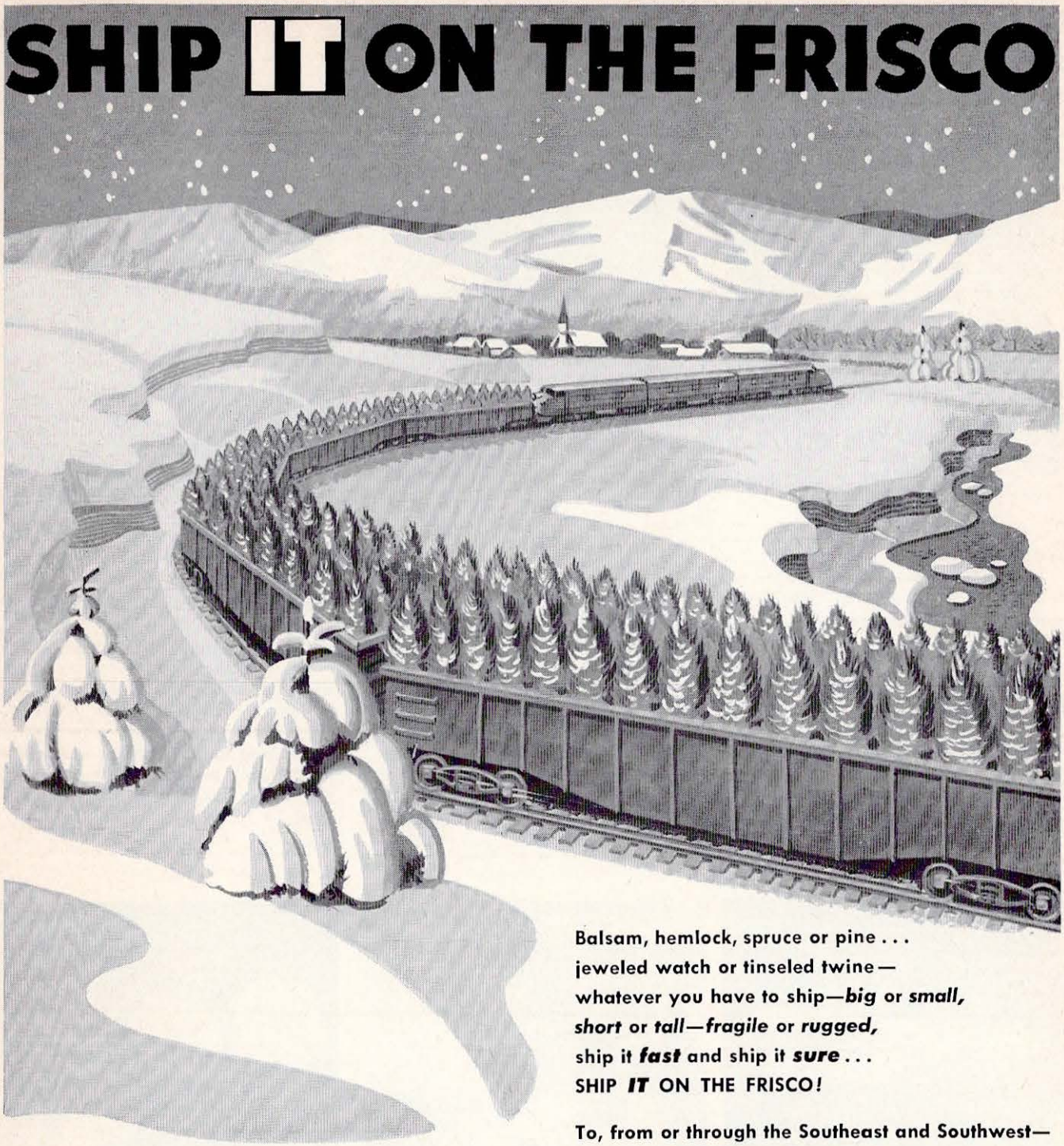
Typical of the work being done by car builders and draft gear manufacturers have been the impact test programs conducted separately by Pullman-Standard and National Malleable. These expensive research programs are aimed at getting maximum protection within the limitations imposed by the standard underframe, and in developing new arrangements which can give maximum protection to lading and car structures.

Considerable doubt has been cast on the effectiveness of the conventional laboratory drop tests used in certifying draft gears.

"The relative performance of two different types of draft gears in the laboratory under a drop hammer is not neces-

(*Continued on page 56*)

SHIP IT ON THE FRISCO



Balsam, hemlock, spruce or pine . . .
jeweled watch or tinseled twine—
whatever you have to ship—***big*** or ***small,***
short or ***tall—fragile*** or ***rugged,***
ship it ***fast*** and ship it ***sure*** . . .
SHIP ***IT*** ON THE FRISCO!

To, from or through the Southeast and Southwest—
425 powerful FRISCO diesels and a fleet of
25,000 cars speed your shipments to destination
safely, surely . . . on time!

Your freight arrives when you want it . . . reaches
its destination when it's *due!*

Call your FRISCO Sales Representative for that next
shipment—he'll show you why it pays
to *Ship **It** On the FRISCO!*

FRISCO

5,000 MILES SERVING:

MISSOURI • KANSAS • ARKANSAS • OKLAHOMA • TEXAS • TENNESSEE • MISSISSIPPI • ALABAMA • FLORIDA

New Products Report

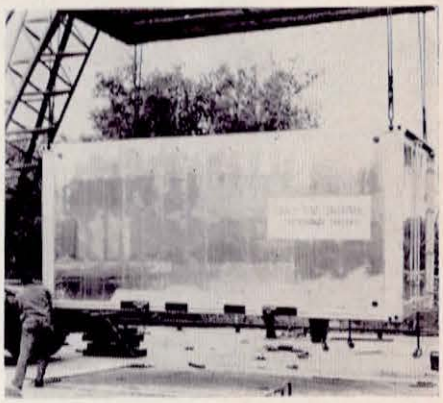
Car Spotters and Pullers

Link-Belt car spotters and car pullers—originally designed and most commonly used for short-distance movement of railroad cars—are being found useful also for many other purposes. These include spotting trucks, dragging loaded skids, warping vessels along docks, etc. In addition, some comprehensive applications have been worked out to control multiple-track car movements from a single puller station.

The spotter, which pulls loads by a rope wrapped around a vertical capstan, is made in both 5- and 10-hp sizes. Depending on track conditions, grade and curvature, it will handle from three to six 50-ton cars.

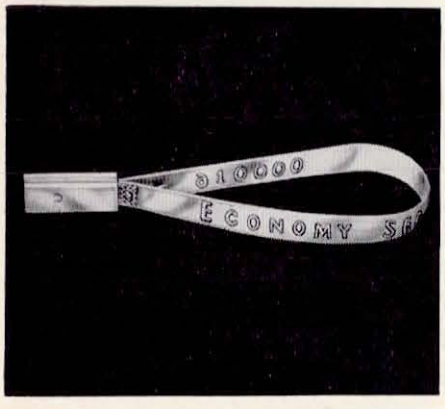
The puller is made in both single- and double-drum types, in a wide range of speeds and capacities up to 73 fpm, and 20 loaded cars.

Details of the machine are in a new booklet, No. 2892. *Link-Belt Co., Dept. RA, Prudential Plaza, Chicago 1.*



'Fishyback' Trailers

Light weight, strength and corrosion resistance are said to be major advantages of "fishyback" trailers designed to streamline cargo handling between ocean vessels and flat cars or trucks. Built for the Grace Line's "Seatainer" service, the steel-aluminum containers are 17 ft by 8 ft by 8 ft, with capacity of 18 long tons. They can be handled by lift truck or crane. *Highway Trailer Co., Dept. RA, 250 Park Ave., New York.*

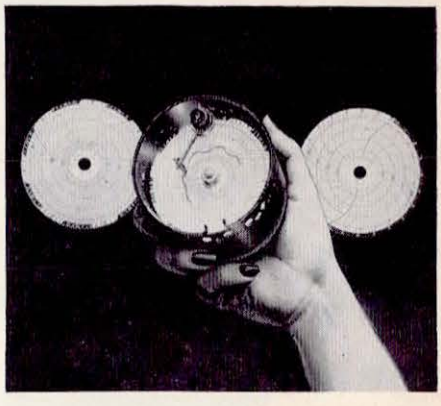


Lightweight Car Seal

The new lightweight "Economy Car Seal," according to its manufacturer, "offers railroads and shippers coast to coast protection for less than ½ cent." The new steel seal features the "Check-pul, double-lok" principle in a new slim design. The seal, again according to the maker, has been tested and proved in actual transportation service. *Security Seal Company, Dept. RA, 144 West 27th Street, New York 1, N.Y.*

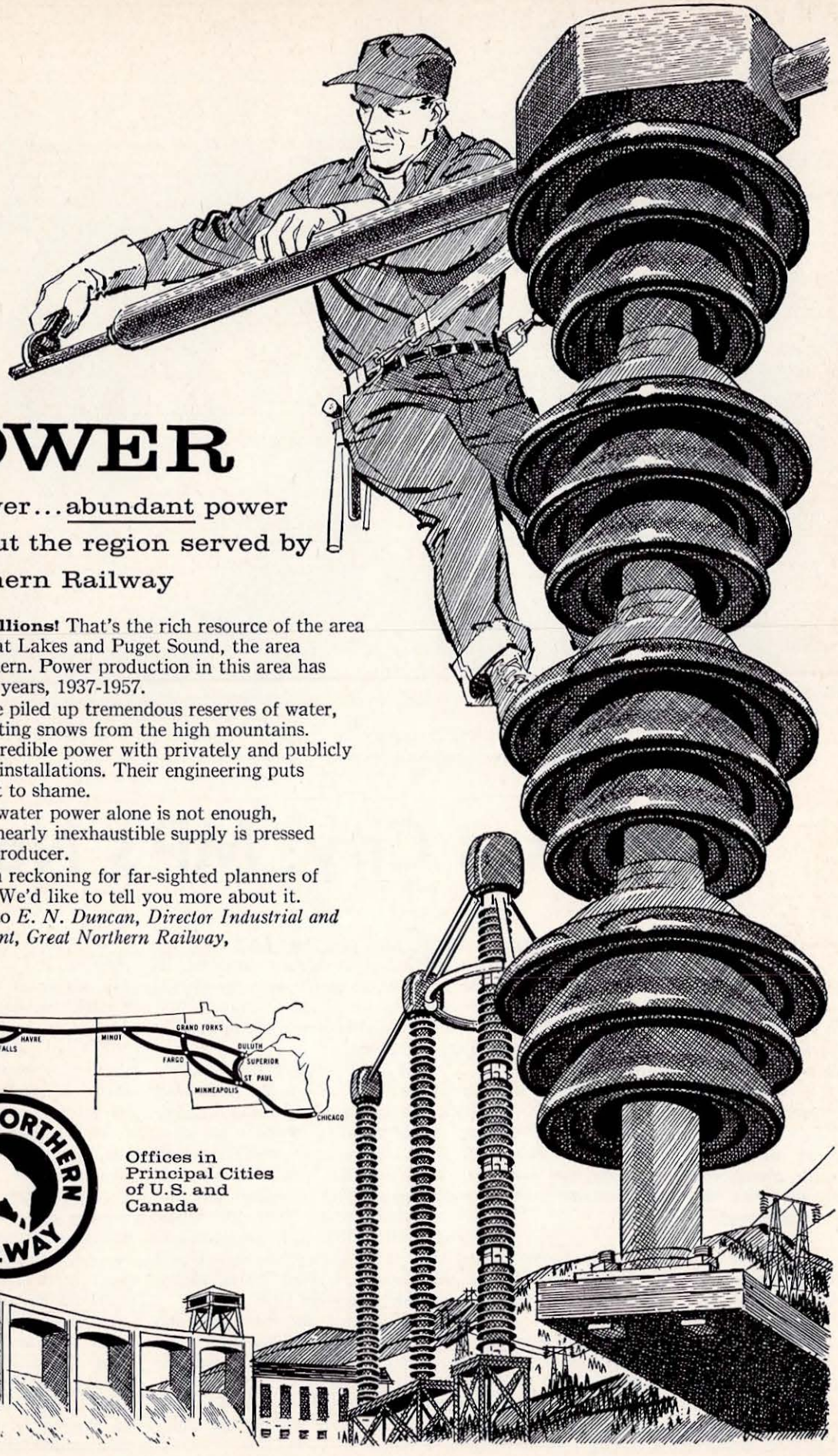
Yard Tractor

A new highway-type prime mover—the "Commando YardMaster"—is specially designed and engineered for handling semi-trailers at rail and truck terminals. All controls are so centralized that the driver can hook or unhook the unit to or from a trailer without leaving the cab. The tractor can also be used to power snow plows, bulldozers, etc. *Ottawa Steel Division, Dept. RA, Young Spring & Wire Corp., Ottawa, Kan.*



Recording Thermometer

A new low-cost dry-stylus recording thermometer can be used as a portable field service unit for recording temperatures in freight cars. Small enough to be packed with goods being shipped, it will operate in any position. It is available in 24-hr or 7-day time ranges and temperature ranges from 20 to 220 deg F, or from −40 to 160 deg F. *Pacific Transducer Corp., Dept. RA, 11836 W. Pico Blvd., Los Angeles 64, Calif.*



POWER

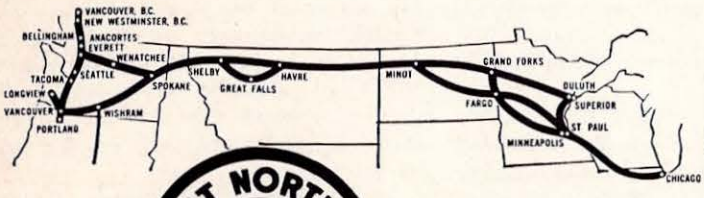
low-cost power... abundant power
throughout the region served by
Great Northern Railway

Kilowatts by the millions! That's the rich resource of the area lying between the Great Lakes and Puget Sound, the area served by Great Northern. Power production in this area has grown 460% in the 20 years, 1937-1957.

Here Mother Nature piled up tremendous reserves of water, fed continually by melting snows from the high mountains. Man has harnessed incredible power with privately and publicly financed hydroelectric installations. Their engineering puts the Pyramids of Egypt to shame.

And in areas where water power alone is not enough, lignite from Dakota's nearly inexhaustible supply is pressed into duty as a power producer.

It's a resource worth reckoning for far-sighted planners of industrial production. We'd like to tell you more about it. Address your inquiry to *E. N. Duncan, Director Industrial and Agricultural Development, Great Northern Railway, St. Paul 1, Minnesota.*



GREAT NORTHERN RAILWAY

Offices in
Principal Cities
of U.S. and
Canada

FLUORESCENT TUBES mounted on vertical standards illuminate the crests of Neff Yard. Tower-mounted floodlights brighten the area around the group retarders and retarder tower in west yard.

Kansas City: MP's New Yard

► **The Story at a Glance: Industrial growth in and around Kansas City, Mo., may be one of the Midwest's biggest success stories over the next 10 to 15 years. Missouri Pacific hopes so. Because now MP has the classification facilities to handle growth (and at the same time vastly improve service to its current patrons).**

Key to MP's hopes: $13,500,000 worth of yard, a double-hump electronic classification operation that can handle twice the traffic volume now moving through it.

Missouri Pacific was a late convert to the electronic way of doing things, where yards were concerned. But the conversion was thorough.

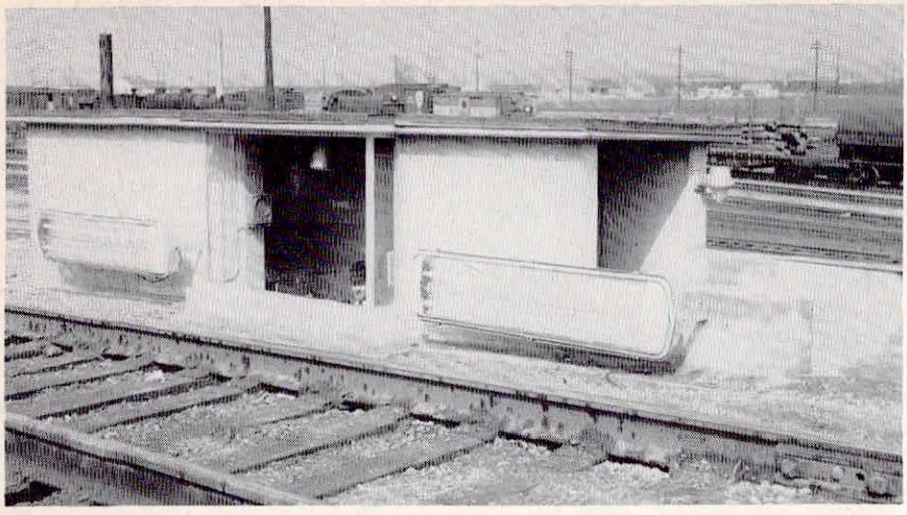
Today, MP is putting its first automated retarder yard (at Kansas City, Mo.) through its shakedown. And the road has scheduled a second electronic hump yard (at North Little Rock, Ark.) for construction during 1960-61.

Kansas City was a logical place for the MP's first electronic yard. KC is the hub of the road's western district. It's the terminus of four operating divisions. Tracks radiate from the hub in seven directions.

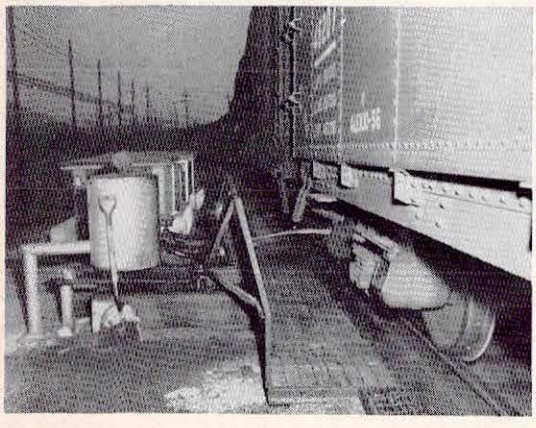
The MP is just one of 12 trunk line carriers serving KC — but it handles about one-fourth of all traffic originating and terminating in the area. Over the years, many plans were advanced for improving KC yard — but only an electronic hump operation, MP finally decided, would help the whole district (rather than just the terminal) and thus justify the expenditure. Result of the decision is Neff Yard, named for late MP President Paul J. Neff.

As finally built, the new yard has a tremendous service potential:

- Traffic studies showed that, on an average, cars took about 19½ hours to get through Kansas City terminal. The new yard will cut that delay time in half.
- Present traffic is running about 2,500 to 3,000 cars per day. Once the full effects of the steel strike are dissipated, movements will run higher. Maximum operational capacity: About 6,000 cars, although more could probably be shoved over the two hump crests if service requirements dictated it.
- Schedule improvements which may be possible will give the traffic department a potent sales tool. One example: Present schedules call for evening departure from KC with first-afternoon arrival at Wichita, Kan., and second-morning delivery. With the new yard in operation, MP traffic officers will still be able to offer evening departure — but with early first-morning placement at Wichita.
- Relocation of the road's TOFC facilities (ramps and gantry crane) adjacent to the new yard will enable MP to expand its whole piggyback operation, conventional piggyback and de-



▲ TWO BANKS of fluorescent tubes give car inspectors plenty of light to work by, day or night.



◀ JOURNALS are lubricated automatically as cars are shoved up grade toward east crest. Car inspector in east crest pit has manual control to shut off oiler when roller-bearing cars pass lube facilities.

Goes to Work

mountable trailer movement. First innovation on the way: new automobile piggyback, on rates from Kansas City to points west and south. Three KC assembly plants (Chevrolet, Buick-Oldsmobile-Pontiac and Ford) hold the potential for a sizeable new-car TOFC move.

Keeping the Yard Busy

The challenge now will be to get the traffic to keep the yard busy. But "challenge" won't be a new word around the yard. Planning and construction provided one problem after another.

The decision to build a double-crest yard was dictated by traffic requirements and space limitations. About half of MP's KC operation involves line-haul business, with interchange traffic and industrial switching accounting for the other half. Essentially, the old flat yard was a two-unit operation, and the procedure has been maintained. Approximately 90% of the movement over the east crest is road-haul traffic. A similar percentage of cars over the west crest is interchange or industrial traffic.

But, had MP still decided to build a single hump operation, it would have hit width restrictions — the yard site is hemmed in by a grain elevator on the north, by Kansas City Terminal tracks on the south. Double-hump construction solved both the operational and the engineering problems.

Next came a traffic problem the MP couldn't solve by itself — a highway traffic problem. Topping Avenue cut squarely across the old east yard switch leads — at grade. Traffic counts showed as many as 1,000 vehicles per hour moving over the crossing during the morning and evening rush hours. The city finally decided to route the highway over the yard, via the new six-lane Manchester Trafficway viaduct — but MP had to pay the cost of changing the city's viaduct plans to conform to its yard track layout.

Finally, among the major problems, MP had to build the yard under traffic. Construction gangs managed it, operations kept cars moving, traffic kept shippers and receivers reasonably mollified when delays cropped up. East yard took 17 months to complete and the MP put it into service last March 2. West yard was finished in just eight months, since all business previously handled in the west flat yard could be switched over east crest. The yard was completed and west crest placed in operation Nov. 2.

Heart of the system is a pair of General Railway Signal Class-Matic installations. The two crest operations are almost — but not quite — identical. MP uses two 1,200-hp yard switchers to shove cuts up the 3% hump grade, past dragging equipment detectors and inspection pits to the crest. The descending grade increases to 4.8% at the master retarder, then eases off to .8% at the group retarders.

Crests Are Well Equipped

Crests are equipped with track scale (for revenue billing purposes) plus scale, radar and photo-electric installations which feed data to the computers for retarder control.

The MP has made extensive use of fluorescent lighting on both crests. Fluorescent tubes mounted on vertical standards illuminate the area for night operations. Inspection pits are flanked by fluorescent installations, mounted low and used both at night and on overcast days.

Size is the principal difference between east and west class yards. East yard has five group retarders and 40 class tracks with capacity for 1,601 cars; west yard has four group retarders and 32 class tracks with capacity for 1,080 cars.

Both E. H. Campbell, Kansas City Terminal division superintendent, and William H. A. Turner, western district traffic manager, view the new operation as a boon not only to the terminal area but to the entire district.

All western district classification of any consequence will now be concentrated at KC, where Mr. Campbell has been easing the yard through its first months of full operation. He's confident the yard will do the job it's intended to do. And, he notes, "we realize that the basis of our service is in our terminals."

Mr. Turner agrees. "This yard will mean so much to us in traffic solicitation," he comments, "because our solicitation is based primarily on service — and the better the service the greater the results."

TAKE THIS LINE OF ACTION...

DEUTSCHE DB BUNDESBAHN

To all Europe route your freight via German Federal Railroad

- Superb handling • Ultra-modern equipment
- Fast connections—add up to the SPEED and SERVICE

so essential in this highly competitive age.

Ship sure—ship safe—ship via German Federal Railroad.

See your Freight Forwarder or contact:

GERMAN FEDERAL RAILROAD

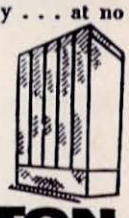
GENERAL AGENCY FOR NORTH AMERICA • 11 W. 42ND STREET, NEW YORK 36, N. Y. • PHONE LONGACRE 5-7545-6-7-8

JOACHIM WENZEL, GENERAL REPRESENTATIVE

GUARANTEED

LOOP HOTEL ROOMS *anytime to* PREFERRED GUESTS *

*During certain convention periods, all available Chicago hotel rooms are frequently taken. The Hamilton guarantees (with advance notice) reservations anytime of the year to you, the preferred guest. Ask for your "Preferred Guest Card", today . . . at no obligation.



Rates from $5

THE NEW HAMILTON HOTEL

20 SOUTH DEARBORN

Preferred by guests in

CHICAGO

IN KANSAS CITY IT'S THE BELLERIVE HOTEL

100% AIR-CONDITIONED

RAIL AND TRACK EQUIPMENT

You can get everything you need for industrial track and crane runways—with one call to your nearest Foster office. Immediate deliveries from the nation's largest warehouser of rails (both new and relaying), switch material, and track accessories. Send for free catalogs and ordering guides.

L. B. FOSTER CO.

PITTSBURGH 30 • ATLANTA 8 • NEW YORK 7
CHICAGO 4 • HOUSTON 2 • LOS ANGELES 5

SLIDING SILLS CUT DAMAGE

(*Continued from page 42*)

sarily indicative of the relative abilities of these gears to protect either car structures or lading," National Malleable reported. "A gear which has a highly efficient performance under a drop hammer may be relatively inefficient in the impact between railway cars for the protection of either car structures or lading . . . Dynamics of the drop test machine and impact track are different.

"Impact tests in which both coupler forces and structural stresses are measured clearly indicated that the stresses in the car structure were directly proportional to the coupler force regardless of the type of draft gears employed," National stated. "Forces on non-integral parts such as lading, pallets, and trailers carried piggyback have values not necessarily corresponding to the coupler forces. One cushioning device may protect the car structure and permit high forces on the lading, while another may protect the lading and permit high car structural stresses.

"Lading tests indicate that only marginal improvement in lading protection can be expected from higher capacity draft gears which have conventional operating principles either in 24⅝-in. or 36-in. pockets. Additional capacity in a draft gear must be justified on the basis of its beneficial effect on car structures, because such additional capacity (if it actually exists on the impact track) reduces coupler forces and structural stresses. It does not, in general, materially affect lading forces within the travel range available in draft gears . . .

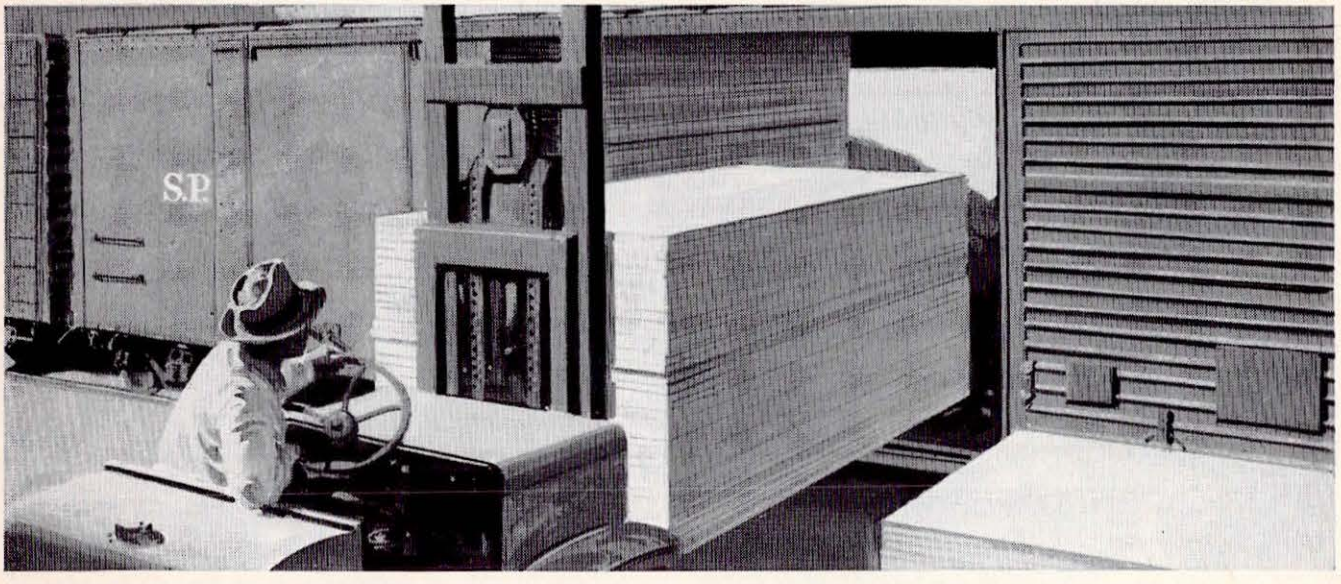
"For the highest degree of lading protection, box cars should be equipped with lading-retaining devices such as loaders, compartmentizers or the equivalent. Such devices require efficient sliding sills to make them most effective," National concluded.

Pullman-Standard reported: "Previous concepts in which car and lading were treated as an integral unit do not apply . . . and sharp reduction in coupler force is not necessarily reflected in a proportional reduction in lading force and damage." "The optimum reduction in lading force by means of cushioning is not obtained until travel in the neighborhood of 30 in. is used. Although 30-

(*Continued on page 56*)

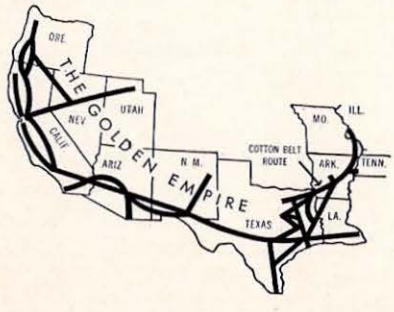
WIDE WINDOWS

You can see the West *best* through the extra-wide windows of S. P. streamliners. The valleys and shoreline of our California Coast run, the forested mountains of our Shasta and Overland Routes, or the sun-tanned Southwest on the way to New Orleans—scenery you can really *enjoy*, at low-cost train fares.



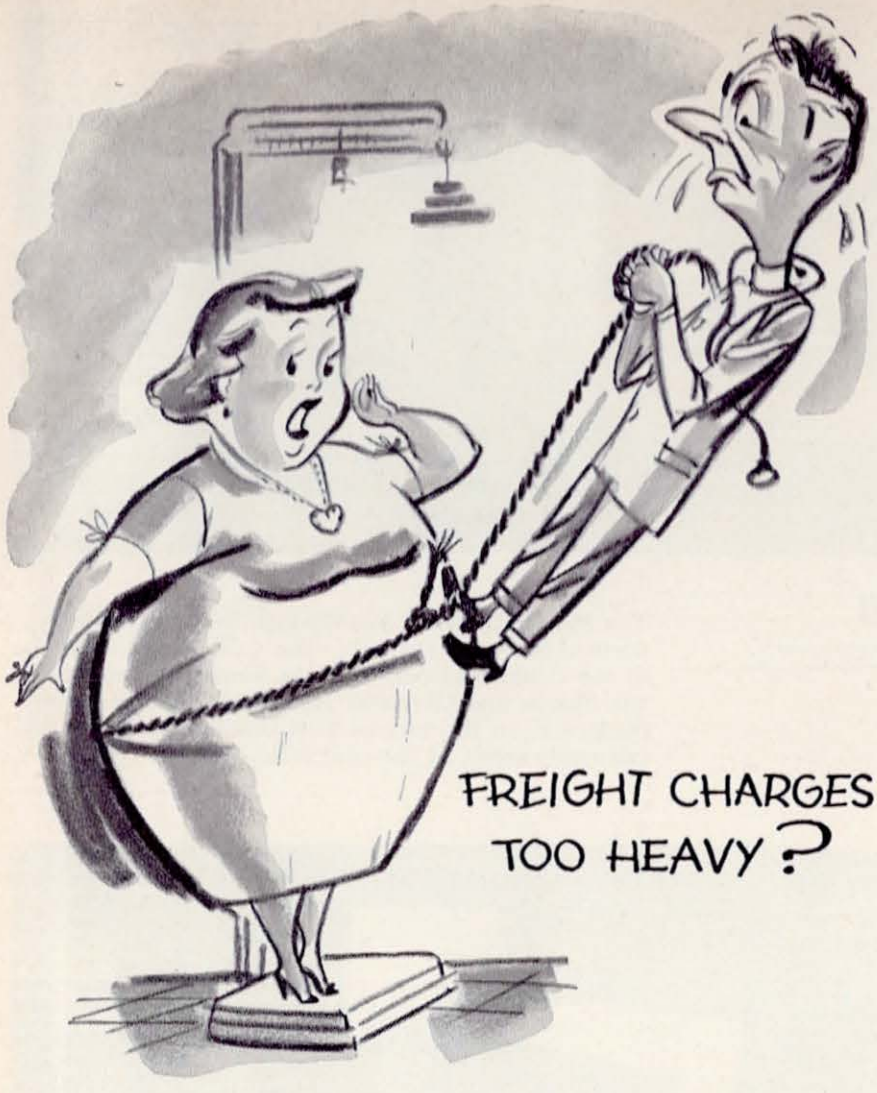
WIDE DOORS

Freight shipments don't care about windows, but some, like lumber and big machinery, need wide doors. With the West's largest fleet of wide-door box cars—*now growing even larger every day*—we'll be better able than ever before to meet the growing needs of freight shippers and receivers throughout the "Golden Empire."



Southern Pacific

serving the Golden Empire with
TRAINS • TRUCKS • PIGGYBACK • PIPELINES

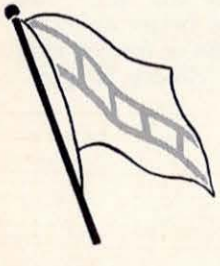


For some things you need a specialist!

SEATRAIN's salesmen are all rate specialists who can give you **heavyweight** service at **lightweight** cost.

SEATRAIN transports your cargo in any type of rail car between the ports of New York, Savannah, New Orleans and Texas City.

SEAMOBILE provides highway container pickup and delivery service between New York-New Orleans or New York-Texas City.



Your booking is guaranteed.

SEAMOBILE

SEATRAIN LINES *Inc.*

Offices in Boston · Savannah
New Orleans · Houston · Dallas

711 Third Ave., New York 17, N.Y.

Shippers' Guide

Atlantic Coast Line

. . . LCL Service

ACL has made Rocky Mount, N. C., a major transfer point for LCL freight, and inaugurated two-day LCL service from major eastern cities to eastern North Carolina points. Shipments destined beyond Rocky Mount are redispatched to nearby cities in the Coast Line's over-the-road truck service.

. . . ACL-L&N Yard Consolidation

"To streamline operations and provide better and more economical service," the ACL and the Louisville & Nashville have consolidated major operations at Montgomery, Ala., and Atlanta, Ga. At Montgomery, both roads now use L&N yard facilities and ACL freight station facilities; at Atlanta, Coast Line uses L&N's new Tilford yard for freight operations, and also L&N freight station facilities. IBM equipment at both points makes certain records almost instantaneously available for relay to shippers.

Chesapeake & Ohio

. . . Service Changes

Has inaugurated direct LCL merchandise car from Grand Rapids, Mich., to Alpena (Detroit & Mackinac); and discontinued direct cars from Grand Rapids to Bay City (D&M), and from Newport News, Va., to the Naval Operating Base at Norfolk.

Delaware & Hudson

. . . LCL Schedules

Has issued revised LCL schedules from Albany, N.Y., Mechanicville, and Wilkes-Barre, Pa., to major on- and off-line destinations.

Lehigh Valley

. . . Expands Plan III Piggyback

Has established Plan III piggyback rates (movement in shipper-owned trailers) between Rochester, N.Y., and Chicago and St. Louis; and constructed a new ramp at Rochester. Plan III service also has been expanded to include Cleveland, Ohio, with rates filed between New York (Jersey City), Newark, Rochester and Cleveland.

Wabash

. . . Substitute Truck Service

Has inaugurated truck service in substitution for box car service for LCL freight between St. Louis and St. Charles, Mo., under rights secured in MC docket 42802, Sub. 3. The service operates from St. Louis Mondays, Wednesdays and Fridays, and from St. Charles Tuesdays, Thursdays and Fri-

days. The Friday round-trip is scheduled to clean up all LCL then on hand. The service is designed to afford "greatly expedited handling" by tying in with merchandise cars operated by the Wabash and connecting lines into and out of St. Louis-East St. Louis.

TRAFFIC PUBLICATIONS

CO_2 SERVES THE MEAT-PACKING INDUSTRY. 12 pages, illustrations. Form ADPC 43, Pure Carbonic Co., Dept. RA, division of Air Reduction Co., 150 East 42nd st., New York 17.

Outlines uses of carbon dioxide—either as solid "dry ice" or in liquid or gaseous form—in the meat-packing industry, with special reference to packing and transportation of meat products.

ADVANCED TRAFFIC MANAGEMENT, by Kenneth U. Flood. 420 pages. Wm. C. Brown Company, Dubuque, Ia. $6.50.

A practical and convenient manual for industrial and carrier traffic people, and an advanced text for use by transportation students.

DECEMBER TRAFFIC POLL

(*Continued from page 41*)

their real problem is other forms of transportation. [They] more or less ignore the fact that truck competition exists, and do very little real selling of rail service."

But, on the positive side: "Rail salesmen are rail-minded almost to a fault. They definitely will try to influence you to ship by a competing railroad rather than by a competing form of transport." . . . "Railroad representatives that call on us are, as a group, very much railroad-minded, and working to keep traffic on the rails."

What's the overall answer? How do shippers think railroads can upgrade the quality—and increase the productivity—of their freight selling? How can they continue the improvement so many shippers have noted? How can they further strengthen the points where they are already strong?

Here's what shippers say:

- Make sure *all* salesmen are thoroughly familiar with the services and facilities of their own and connecting railroads—and with their customers' needs.
- Keep them fully advised about what their competitors are doing and can do.
- Give them the best possible training in sales techniques.
- Keep service at the highest possible level—so salesmen have something to sell.
- Develop a closer working relationship between sales, rate and operating departments.

SEPTEMBER 14, 1902
SWITCH LIGHTING A SUCCESS IN CHICAGO FREIGHT YARDS
NEW YORK, — September 14, 1902. In a detailed and illustrated description of the large freight yards of the Chicago Transfer & Clearing Company in our issue of March 14, mention was made of the intention to light the switch lamps of the yard by electricity. Some 400 of these switches are now so lighted, and we understand the system is proven satisfactory in every respect.
The cost of operation of these electric switch lamps in connection with a power plant used for other lighting purposes is comparatively small, and considerably cheaper than by oil when tank houses, the necessary labor and the constant care of the lamps are taken into consideration. The convenience, cleanliness and safety of the system make it very desirable. At night the moment it grows dark the entire yard may be lighted in the time required to throw four switches at the power station.

Dateline 1902. Then, as now, American railroads were adopting new and better electrical devices for more efficient operation. Even at the turn of the century, Graybar had over 30 years experience in supplying "everything electrical" to America's expanding transportation industry.

Today, you'll find well over 100,000 different electrical items listed in Graybar catalogs. And your Railroad Pocket List gives the addresses of over 130 Graybar offices and warehouses in a pattern of locations that means prompt deliveries of products bearing the names of America's leading manufacturers to railroads from coast-to-coast.

For lighting yards, stations, shops — in fact for everything electrical — call upon your nearby Graybar Railroad representative for assistance. He'll be glad to oblige.

GRAYBAR ELECTRIC COMPANY, 420 LEXINGTON AVENUE, NEW YORK 17, N. Y.
OFFICES AND WAREHOUSES IN OVER 130 PRINCIPAL CITIES

Merry Christmas, Y'all!
DEC. 25
TEXAS
PETE
On account
of this bein a plumb
big season for joy and good
will, all the traffic and transportation
hands on the T&P range join me in instruc-
tin good ole Santa to deliver the followin
to our friends:
One big, bulgin package containin 365 days of happiness.
One *extra big* bulgin package of good health and prosperity.
Texas Pete
T.P.
(His Mark)
SHIP T&P

Always yores,

TEXAS AND PACIFIC RAILWAY

ABILENE, TEXAS	OR 4-7036	DALLAS, TEXAS	RI 1-6533	LOS ANGELES, CAL.	MA 9-3156	SAINT LOUIS, MO.	CH 1-7060
ALEXANDRIA, LA.	4453	DETROIT, MICH.	TR 2-6665	MEMPHIS, TENN.	JA 6-5717	SAN FRANCISCO, CAL.	SU 1-4612
ATLANTA, GA.	JA 4-1712	EL PASO, TEXAS	KE 3-1436	NEW ORLEANS, LA.	JA 5-6251	SHREVEPORT, LA.	2-3155
BIG SPRING, TEXAS	AM 4-5541	FT. WORTH, TEXAS	ED 6-2363	NEW YORK, NEW YORK	RE 2-0334	TEXARKANA, TEXAS	2-6101
BIRMINGHAM, ALA.	AL 1-4132	HAVANA, CUBA	A-8652	OKLAHOMA CITY, OKLA.	CE 2-7295	TULSA, OKLA.	CH 2-4681
BOSTON, MASS.	LI 2-6195	HOUSTON, TEXAS	CA 4-2320	PHILADELPHIA, PA.	PE 5-2737	WASHINGTON, D. C.	NA 8-1484
CHICAGO, ILL.	RA 6-0313, 6-0506	KANSAS CITY, MO.	VI 2-5129	PHOENIX, ARIZ.	AL 3-0214	WINSTON-SALEM, N. C.	PA 2-6304
CINCINNATI, OHIO	MA 1-1142	LITTLE ROCK, ARK.	FR 2-1285	PITTSBURGH, PA.	AT 1-1505		

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	1958	Operating Expenses: Maint. Way and Structures: Total 1959	1958	Deprec and Retirements 1959	Maint. Equipment: Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 195	Operating ratio: 1959	1958	Net from railway operation	Railway tax accruals	Net Railway operating income: 1959	1958
Akron, Canton & Youngstown	Sept.	171	410	....	423	486	62	54	5	74	63	15	46	135	362	353	85.5	72.7	62	41	7	43
	9 mos.	171	4,389	....	4,510	3,791	539	465	50	675	580	134	401	1,374	3,397	3,122	75.3	82.4	1,113	626	319	119
Alabama, Tenn. & Northern	Sept.	214	269	....	271	260	50	50	6	4	10	6	4	94	155	154	57.1	59.1	116	35	21	47
	9 mos.	214	2,511	....	2,585	2,227	449	446	57	97	212	50	40	759	1,376	1,514	53.2	68.0	1,209	330	216	121
Atchison, Topeka & Santa Fe	Sept.	12,993	39,792	3,115	47,680	50,461	7,157	6,538	747	10,683	9,581	2,459	1,382	17,963	39,527	37,394	82.9	74.1	8,153	4,372	3,058	5,564
	9 mos.	13,051	402,395	30,506	475,739	429,398	61,180	53,391	7,426	95,943	84,859	20,820	12,597	168,133	359,327	325,246	75.5	75.7	116,412	65,625	43,623	42,934
Atlanta & St. Andrews Bay	Sept.	81	267	....	274	361	33	32	3	31	29	8	7	69	165	161	60.2	44.7	109	44	31	74
	9 mos.	81	2,908	....	2,954	3,139	357	309	31	279	265	71	65	676	1,577	1,460	53.4	46.5	1,377	626	440	583
Atlanta & West Point	Sept.	93	235	16	308	310	41	32	8	50	48	14	18	134	264	256	85.5	82.7	45	18	—1	15
	9 mos.	93	2,168	199	2,844	2,709	368	328	71	472	468	126	161	1,200	2,393	2,456	84.1	90.6	451	161	84	—112
Western of Alabama	Sept.	133	276	14	333	332	57	43	10	59	47	19	20	134	291	256	87.1	77.3	43	34	8	29
	9 mos.	133	2,617	183	3,151	2,929	464	404	87	532	500	170	180	1,239	2,607	2,485	82.7	84.8	544	380	167	162
Atlantic Coast Line	Sept.	5,300	10,183	810	11,923	11,965	1,594	1,834	6	2,223	2,304	606	470	4,987	9,934	10,029	83.3	83.8	1,989	1,000	694	806
	9 mos.	5,302	96,512	11,334	116,738	110,938	16,591	16,321	1,707	21,232	21,017	5,561	4,288	46,615	94,992	93,087	81.4	83.9	21,746	9,475	7,556	5,682
Charleston & West. Carolina	Sept.	343	445	....	455	565	86	117	7	92	87	28	20	179	394	409	86.5	72.4	61	55	20	68
	9 mos.	343	4,818	....	4,921	5,177	1,065	1,040	69	835	765	257	186	1,626	3,862	3,694	78.5	71.3	1,059	695	367	536
Baltimore & Ohio	Sept.	5,917	25,762	1,101	29,620	32,671	3,222	3,499	478	5,531	5,810	1,110	947	13,460	24,897	25,904	84.1	79.3	4,723	2,098	763	2,752
	9 mos.	5,917	263,241	11,056	296,252	283,722	32,363	28,777	4,462	53,756	48,643	10,006	8,673	126,505	239,181	227,569	80.7	80.2	57,071	19,306	21,279	21,389
Staten Island Rap. Tran.	Sept.	29	202	86	292	282	59	59	20	38	35	2	2	155	285	291	97.5	102.9	7	52	—66	—78
	9 mos.	29	1,678	756	2,491	2,543	481	492	116	354	326	15	19	1,415	2,569	2,549	103.1	100.2	—78	442	—718	—628
Bangor & Aroostook	Sept.	602	650	24	715	678	168	175	21	258	286	110	30	263	807	840	112.8	123.7	—92	Cr.25	43	74
	9 mos.	602	9,598	216	10,206	11,166	2,454	2,669	179	2,530	2,570	1,015	291	3,140	9,193	9,519	90.1	85.3	1,014	717	1,351	1,933
Bessemer & Lake Erie	Sept.	203	434	....	488	2,694	306	288	22	608	480	133	38	278	1,371	1,478	280.8	54.9	—883	Cr.206	—290	711
	9 mos.	203	14,805	....	15,365	13,085	2,258	2,272	200	5,750	4,528	1,249	347	3,989	13,681	12,394	89.0	94.7	1,684	3,425	1,991	1,024
Boston & Maine	Sept.	1,570	4,573	561	5,599	6,464	695	812	149	835	859	261	143	2,474	4,483	4,938	80.1	76.4	1,117	464	152	577
	9 mos.	1,570	44,095	5,590	54,832	57,341	7,046	8,235	1,404	7,837	7,840	2,469	1,343	24,668	44,317	47,972	80.8	83.7	10,515	4,425	1,376	355
C. P. R. in Maine	Sept.	234	548	55	628	504	127	138	20	87	59	17	26	161	431	372	68.7	73.8	197	35	110	63
	9 mos.	234	6,285	417	6,956	5,969	1,187	1,130	182	981	866	157	110	1,700	4,193	3,989	60.3	66.8	2,763	314	1,751	1,033
Carolina & Northwestern	Sept.	285	292	....	299	303	46	42	7	32	28	21	6	77	181	162	60.7	53.5	118	29	42	52
	9 mos.	285	2,445	....	2,500	2,357	414	430	61	280	271	190	48	682	1,605	1,566	64.2	66.4	895	189	268	338
Central of Georgia	Sept.	1,745	3,314	110	3,629	3,582	528	592	46	745	654	187	173	1,431	3,061	3,053	84.4	85.2	568	278	318	436
	9 mos.	1,751	30,231	1,118	33,104	31,490	5,152	5,242	395	6,345	5,832	1,701	1,579	13,146	27,950	27,404	84.4	87.0	5,154	2,391	2,853	2,496
Central of New Jersey	Sept.	597	3,492	465	4,304	4,612	458	510	96	659	691	176	76	2,076	3,486	3,883	81.0	84.2	818	327	259	22
	9 mos.	597	32,115	4,319	39,436	40,081	4,472	4,782	859	7,050	6,863	1,494	678	19,338	33,606	33,897	85.2	84.6	5,830	3,790	69	167
Central Vermont	Sept.	375	701	40	814	905	490	412	18	98	93	9	19	346	993	922	122.0	101.8	—179	61	—376	—196
	9 mos.	375	6,795	454	7,927	7,951	2,030	2,484	165	986	946	85	176	3,180	6,727	7,233	84.9	91.0	1,200	489	—405	—1,050
Chesapeake & Ohio	Sept.	5,122	25,040	464	27,129	32,724	3,500	3,350	513	4,999	4,882	1,877	849	10,127	21,102	21,258	77.8	65.0	6,027	2,584	3,929	6,660
	9 mos.	5,122	242,427	4,608	261,069	259,691	29,230	27,840	4,422	45,978	43,762	16,830	7,462	95,807	193,552	188,136	74.1	72.4	67,517	30,656	41,019	43,274
Chicago & Eastern Illinois	Sept.	862	2,436	149	2,853	3,008	345	355	30	513	468	179	149	1,157	2,342	2,302	82.1	76.5	511	243	33	220
	9 mos.	862	23,408	1,545	27,361	26,252	3,236	3,331	268	4,509	4,372	1,474	1,309	10,790	21,381	21,202	78.1	80.8	5,980	2,004	1,887	1,168
Chicago & Illinois Midland	Sept.	121	663	....	686	519	41	40	10	97	91	23	30	138	356	336	51.9	64.8	330	186	142	79
	9 mos.	121	5,326	....	5,465	4,483	382	353	72	898	918	208	272	1,319	3,272	3,179	59.9	70.9	2,192	1,244	879	477
Chicago & North Western	Sept.	9,281	13,465	1,468	16,568	19,869	2,744	3,141	328	2,987	3,115	1,002	582	7,295	14,694	15,432	88.7	77.7	1,874	1,380	—751	1,707
	9 mos.	9,286	135,736	13,935	163,589	159,692	26,666	24,126	3,461	27,811	25,905	8,963	4,969	69,993	139,417	132,600	85.2	83.0	24,172	12,118	3,642	6,400
Chicago, Burl. & Quincy	Sept.	8,681	17,073	1,635	21,091	22,698	3,065	3,233	378	3,755	3,814	1,072	600	8,564	17,000	17,282	80.6	76.1	4,091	2,096	1,522	2,155
	9 mos.	8,685	161,525	15,531	196,395	186,090	27,777	24,834	3,600	38,404	33,545	9,423	5,811	78,354	159,717	147,318	81.3	79.2	36,677	18,340	13,667	15,800
Chicago Great Western	Sept.	1,469	2,595	7	2,797	3,044	410	471	42	403	435	128	123	963	1,986	2,079	71.0	68.3	811	324	259	365
	9 mos.	1,469	23,917	76	25,722	26,235	3,765	4,121	396	3,818	3,901	1,175	1,135	8,643	18,108	18,306	70.4	69.8	7,613	2,756	2,818	3,193
Chic., Milw. St. P. & Pac.	Sept.	10,599	17,381	1,255	20,754	23,841	3,299	4,041	415	3,459	3,547	883	581	8,156	16,752	17,944	80.7	75.3	4,002	1,779	1,171	3,583
	9 mos.	10,592	153,876	11,583	183,988	180,905	29,746	28 823	3,712	32,057	31,751	6,986	5,035	73,757	151,899	149,494	82.6	82.6	32,089	14,830	9,502	10,263
Chicago, R. Island & Pac.	Sept.	7,524	13,894	1,202	16,001	17,096	2,317	2,470	241	3,281	2,987	648	539	6,922	13,994	13,612	83.8	79.6	2,706	1,289	599	985
	9 mos.	7,539	141,214	12,555	168,905	154,415	22,160	19,465	2,361	29,065	26,393	5,678	5,023	66,362	131,531	120,259	77.9	77.9	37,374	15,908	8,793	9,581
Clinchfield	Sept.	293	1,687	....	1,695	1,825	250	235	22	341	306	110	66	405	1,128	1,140	66.5	62.5	568	198	509	648
	9 mos.	293	15,737	5	15,831	15,424	1,964	2,049	198	2,893	2,910	962	584	3,947	9,988	9,908	63.1	64.2	5,843	1,839	5,321	5,118
Colorado & Southern	Sept.	712	873	63	1,097	1,466	135	203	19	237	195	80	36	514	998	1,171	91.0	79.9	99	130	—30	111
	9 mos.	714	10,059	610	12,007	11,517	2,308	1,575	231	2,161	1,793	670	331	4,924	10,397	9,075	86.6	78.8	1,610	995	410	994
Ft. Worth & Denver	Sept.	1,362	2,059	155	2,450	2,485	245	267	31	338	251	47	68	879	1,652	1,601	67.4	64.5	797	293	220	266
	9 mos.	1,362	16,041	1,308	19,412	18,503	3,276	2,546	271	2,660	2,503	414	707	7,742	15,531	14,012	80.0	75.7	3,881	1,170	573	1,127
Colorado & Wyoming	Sept.	39	6	....	26	323	11	26	4	21	36	12	2	19	69	195	269.2	60.2	—44	Cr.20	—33	49
	9 mos.	39	1,577	....	2,681	2,518	164	168	20	300	276	112	17	915	1,536	1,529	57.3	60.7	1,145	686	415	348
Delaware & Hudson	Sept.	764	3,351	154	3,665	4,019	413	422	64	668	593	218	104	1,354	2,815	2,787	76.8	69.3	850	363	491	544
	9 mos.	764	31,971	1,191	34,515	34,353	3,811	4,167	547	6,195	5,781	1,784	947	12,926	26,459	26,690	76.7	77.7	8,056	3,841	4,612	3,120
Delaware, Lack. & Western	Sept.	941	4,301	696	5,752	6,164	489	732	150	1,003	1,113	346	197	3,027	5,085	5,619	88.4	91.2	666	702	—139	—55
	9 mos.	920	40,647	6,727	53,842	57,294	4,845	6,553	1,382	9,204	9,680	3,125	1,768	28,088	47,342	51,617	87.9	90.1	6,500	6,065	—583	—1,559
Denver & Rio Grande Western	Sept.	2,128	5,619	263	6,118	7,920	596	705	92	927	991	326	223	1,964	4,026	4,453	65.8	56.2	2,092	1,193	890	1,690
	9 mos.	2,131	52 127	2,328	56,447	55,893	6,717	6,581	912	8,478	8,367	2,890	2,128	18,350	38,463	37,371	68.1	66.9	17,985	9,919	8,134	8,980
Detroit & Toledo Shore Line	Sept.	50	505	....	557	555	55	57	4	67	78	24	20	215	375	373	67.3	67.2	182	76	41	37
	9 mos.	50	5,472	....	5,903	4,987	553	545	35	746	642	215	186	2,094	3,734	3,415	63.3	68.5	2,169	806	450	233
Detroit, Toledo & Ironton	Sept.	465	1 396	....	1,483	1,486	227	184	27	464	367	152	55	447	1,296	1,139	87.4	76.6	187	134	52	223
	9 mos.	465	15,553	....	16,379	12,261	2,265	1,791	253	3,683	3,095	1,298	495	4,486	11,797	10,133	72.0	82.6	4,582	1,057	3,224	1,318
Duluth, Miss. & Iron Range	Sept.	556	271	2	375	6,028	406	436	92	503	602	205	11	576	1,726	2,728	460.8	45.3	—1,352	Cr.643	—742	1,332
	9 mos.	556	21,444	9	25,291	28,850	4,439	4,428	672	5,191	5,613	1,767	116	8,908	20,969	21,620	82.9	74.9	4,322	3,119	1,012	2,351
Duluth, So. Shore & Atl.	Sept.	544	542	2	574	600	112	112	10	115	103	26	38	192	491	482	85.5	80.3	83	47	16	73
	9 mos.	544	4,993	21	5,339	4,945	1,054	961	92	1,011	916	235	302	1,846	4,452	4,264	83.4	86.2	887	299	445	322

(Continued on next page)

a RAILWAY AGE Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1959	1958	Operating Expenses: Maint. Way and Structures: Total 1959	Total 1958	Deprec. and Retirements	Maint. Equipment: Total 1959	Total 1958	Deprec. and Retirements	Traffic	Transportation	Total 1959	Total 195	Operating ratio: 1959	1958	Net from railway operation	Railway tax accruals	Net Railway operating income: 1959	1958
Duluth, Winnipeg & Pacific	Sept.	175	483	1	490	537	198	96	5	68	55	1	7	179	463	347	94.5	64.5	27	47	—106	61
	9 mos.	175	4,376	6	4,427	4,487	1,087	777	46	544	541	11	67	1,643	3,439	3,074	77.7	68.5	988	386	—153	310
Elgin, Joliet & Eastern	Sept.	205	986	....	1,169	3,845	190	302	28	359	560	92	41	717	1,603	2,555	137.1	66.5	—434	Cr.29	—291	449
	9 mos.	205	26,564	....	35,191	30,415	2,598	2,353	255	6,379	8,525	925	401	13,816	26,245	25,833	74.6	84.9	8,946	4,964	2,045	705
Erie	Sept.	2,233	9,928	537	11,512	12,697	1,376	1,618	228	2,186	2,020	566	363	5,780	10,476	10,803	91.0	85.1	1,036	1,296	—1,005	—53
	9 mos.	2,208	101,122	4,930	115,756	111,683	13,259	12,722	2,050	19,317	17,662	4,918	3,267	56,129	98,909	95,201	85.5	85.1	16,847	10,741	—644	—719
Florida East Coast	Sept.	572	1,717	204	2,132	2,328	323	384	72	417	491	118	92	932	1,928	2,063	90.4	88.6	204	214	—188	—143
	9 mos.	572	19,069	3,598	24,930	25,769	3,648	3,630	450	4,840	4,830	1,058	804	9,868	20,742	20,688	83.2	80.3	4,189	1,892	317	1,155
Georgia Railroad	Sept.	321	533	12	644	660	89	82	8	124	107	35	40	304	594	562	92.4	85.1	49	44	19	87
	9 mos.	321	5,112	144	6,068	5,754	845	766	75	1,113	980	309	363	2,824	5,484	5,080	90.4	88.3	584	365	352	560
Georgia & Florida	Sept.	321	236	....	241	276	76	56	21	38	38	8	22	88	244	214	101.4	77.7	—3	18	—40	25
	9 mos.	321	2,538	....	2,598	2,437	678	632	52	368	319	72	205	833	2,264	2,049	87.2	84.1	334	165	—62	46
Grand Trunk Western	Sept.	951	3,591	232	4,259	4,174	764	789	64	951	851	106	92	2,184	4,243	4,160	99.6	99.7	16	403	—1,195	—829
	9 mos.	951	38,600	2,006	44,492	39,159	6,345	6,468	646	8,238	7,587	994	855	21,839	39,558	37,401	88.9	95.5	4,934	3,575	—4,263	—6,375
Great Northern	Sept.	8,291	20,320	753	22,568	27,628	3,435	3,973	465	3,888	3,593	895	572	7,289	16,183	16,944	71.7	61.3	6,384	2,855	3,103	4,844
	9 mos.	8,293	169,830	7,658	190,683	182,743	31,285	28,824	3,017	35,869	34,562	7,867	5,088	67,750	149,334	143,193	78.3	78.4	41,350	23,109	15,332	15,812
Green Bay & Western	Sept.	219	375	....	386	388	80	96	5	46	50	9	27	118	297	326	76.9	83.9	89	32	....	7
	9 mos.	219	3,482	....	3,568	3,454	589	683	42	424	448	79	254	1,097	2,605	2,660	73.0	77.0	963	472	213	197
Gulf Mobile & Ohio	Sept.	2,752	6,054	196	6,664	6,659	936	980	75	1,357	1,223	303	292	2,316	5,263	5,193	79.0	78.0	1,400	669	320	701
	9 mos.	2,752	55,104	2,068	61,276	58,980	8,228	8,348	676	12,211	11,911	2,695	2,727	20,784	47,291	47,417	77.2	80.4	13,985	6,380	3,894	3,580
Illinois Central	Sept.	6,500	18,065	1,884	22,284	22,227	3,015	3,076	422	3,889	3,898	797	633	8,382	16,930	17,071	76.0	76.8	5,354	3,056	1,435	2,226
	9 mos.	6,452	163,905	16,776	200,460	192,894	29,232	27,280	3,651	37,324	36,025	7,614	5,719	77,596	159,951	155,617	79.8	80.7	40,509	21,710	13,134	13,773
Illinois Terminal	Sept.	334	787	....	889	1,178	102	157	2	162	169	31	46	336	708	819	79.6	69.5	181	54	17	111
	9 mos.	334	7,263	....	8,049	8,844	954	1,032	25	1,686	1,319	276	433	3,219	6,808	6,565	84.6	74.2	1,241	279	—21	705
Kansas City Southern	Sept.	891	3,282	66	3,666	3,459	234	241	49	558	418	113	92	1,128	2,142	1,940	58.4	56.1	1,525	635	641	692
	9 mos.	891	30,387	672	34,256	31,459	2,647	2,397	426	4,664	4,205	976	873	10,520	19,868	18,545	58.0	58.9	14,387	5,926	6,025	5,561
Kansas, Oklahoma & Gulf	Sept.	327	373	....	374	443	51	58	7	30	29	12	36	91	235	229	63.0	51.6	138	44	56	94
	9 mos.	327	4,111	....	4,128	3,866	563	600	68	309	249	107	313	857	2,298	2,205	55.7	57.0	1,831	780	654	637
Lake Superior & Ishpeming	Sept.	160	70	....	73	608	58	58	12	45	55	35	2	44	168	256	230.1	42.1	—95	Cr.36	—52	163
	9 mos.	160	2,487	....	3,020	2,998	760	525	102	573	585	274	20	852	2,383	2,080	78.9	69.4	638	458	316	455
Lehigh & Hudson River	Sept.	96	255	....	256	276	19	32	2	24	36	8	12	112	197	201	76.8	73.0	59	26	2	11
	9 mos.	96	2,498	....	2,503	2,413	267	306	23	262	331	75	141	1,006	1,833	1,888	73.2	78.0	670	283	80	—16
Lehigh & New England	Sept.	177	528	....	534	631	60	94	7	187	134	46	19	214	526	53	98.5	85.3	8	31	70	202
	9 mos.	177	4,481	....	4,528	4,951	564	607	63	1,496	1,212	445	172	1,880	4,555	4,405	100.6	89.0	—27	306	772	1,242
Lehigh Valley	Sept.	1,127	3,924	103	4,256	5,025	450	553	97	630	922	140	139	2,220	3,659	4,332	86.0	86.2	597	475	—29	6
	9 mos.	1,128	37,158	1,365	40,953	43,022	4,825	5,544	893	7,021	7,633	1,585	1,264	21,796	36,962	39,331	90.3	91.4	3,991	4,143	—1,537	—2,944
Long Island	Sept.	344	1,035	4,619	5,866	6,014	818	748	114	1,117	1,033	169	48	2,869	5,059	4,786	86.3	79.6	806	432	131	658
	9 mos.	344	9,428	40,606	51,816	50,991	7,282	7,116	932	9,944	9,815	1,518	398	26,195	45,723	44,470	88.2	87.2	6,093	3,490	683	1,523
Louisiana & Arkansas	Sept.	746	1,954	40	2,106	2,063	180	150	20	313	257	98	75	663	1,307	1,224	62.1	59.3	799	389	264	325
	9 mos.	746	17,711	376	19,027	17,976	1,762	1,670	184	2,714	2,617	886	710	6,116	12,004	11,716	63.1	65.2	7,023	3,595	2,493	2,234
Louisville & Nashville	Sept.	5,697	16,480	601	18,471	19,874	2,000	2,562	299	3,208	3,714	1,150	494	7,107	13,693	15,089	74.1	75.9	4,778	3,662	1,731	2,350
	9 mos.	5,697	151,415	6,434	170,697	165,244	23,365	24,143	2,710	34,595	34,627	10,065	4,455	67,522	137,975	139,811	80.8	84.6	32,723	24,214	13,203	12,856
Maine Central	Sept.	936	1,788	53	1,996	1,893	392	384	29	369	342	84	39	726	1,641	1,640	82.2	86.6	355	202	148	113
	9 mos.	942	16,948	520	18,639	19,028	3,331	3,416	255	3,387	3,397	754	280	7,044	15,124	15,411	81.2	81.0	3,506	1,841	1,287	1,281
Minneapolis & St. Louis	Sept.	1,391	1,746	1	1,803	2,022	270	297	32	259	277	101	122	623	1,414	1,437	78.4	71.1	389	213	140	221
	9 mos.	1,391	15,947	9	16,467	16,878	2,586	2,560	271	2,864	2,669	908	1,071	5,827	13,662	13,059	83.0	77.4	2,805	1,585	1,107	1,395
Minn., Northfield & Southern	Sept.	77	320	....	332	414	25	29	2	39	37	13	35	79	215	222	64.7	53.7	117	66	43	61
	9 mos.	77	3,168	....	3,313	3,406	213	207	21	362	348	115	293	859	2,045	1,904	61.7	55.9	1,267	706	471	581
Minn., St. P. & S. Ste. Marie	Sept.	3,222	4,144	38	4,389	4,876	1,045	601	55	546	635	144	105	1,413	3,320	2,988	75.6	61.3	1,069	298	731	1,457
	9 mos.	3,222	30,188	580	32,513	31,993	6,522	5,958	482	6,186	5,825	1,269	1,009	12,857	28,465	26,979	87.5	84.3	4,049	2,567	877	2,016
Missouri Illinois	Sept.	172	484	...	490	420	46	60	4	74	79	40	14	131	278	283	56.9	67.4	211	158	112	1,281
	9 mos.	172	4,088	...	4,134	3,550	400	612	44	793	789	343	123	1,156	2,590	2,637	62.7	74.3	1,544	1,177	829	579
M-K-T Lines	Sept.	2,918	3,959	74	4,480	5,032	372	527	92	946	1,032	263	170	1,613	3,311	3,713	73.9	73.8	1,169	341	295	399
	9 mos.	2,918	40,384	679	44,837	45,411	4,891	4,746	791	9,200	8,721	2,353	1,638	15,773	33,473	34,009	74.7	74.9	11,364	3,103	3,113	3,224
Missouri Pacific	Sept.	9,419	21,004	816	24,393	24,180	3,583	3,243	395	4,292	3,919	1,094	679	9,500	19,062	17,955	78.1	74.3	5,331	1,853	2,353	3,333
	9 mos.	9,466	198,640	8,406	228,792	214,737	31,284	32,187	3,097	39,360	37,215	9,771	6,180	87,943	173,820	167,234	76.0	77.9	54,972	19,062	24,396	23,742
Monon	Sept.	541	1,521	18	1,653	1,722	270	292	20	310	289	77	99	638	1,422	1,439	86.0	83.6	231	96	71	115
	9 mos.	541	13,606	315	14,961	14,659	2,186	2,037	192	2,708	2,547	689	913	6,038	12,763	12,462	85.3	85.0	2,198	832	779	742
Monongahela	Sept.	177	411	....	414	348	70	61	14	50	55	11	1	141	275	278	66.5	79.7	139	18	76	—58
	9 mos.	177	3,811	....	3,834	3,468	607	597	114	497	501	99	8	1,514	2,786	2,652	72.7	76.5	1,048	144	421	—404
New York Central	Sept.	10,361	38,074	5,007	51,362	56,351	5,097	5,439	1,085	11,100	9,700	2,469	1,061	25,086	45,190	45,665	88.0	81.0	6,172	5,816	—1,251	4,048
	9 mos.	10,424	389,436	52,074	515,545	477,968	55,080	52,621	9,757	97,900	86,100	21,624	9,385	243,360	433,067	414,769	84.0	86.8	82,478	51,487	16,302	—2,271
Pitts. & Lake Erie	Sept.	221	852	27	935	2,831	302	457	73	692	949	331	59	667	1,915	2,650	204.7	93.6	—979	30	173	738
	9 mos.	221	22,523	301	24,100	22,858	3,322	3,890	559	7,717	8,054	2,940	580	9,535	23,022	23,914	95.5	104.6	1,078	3,947	6,214	5,022
New York, Chic. & St. Louis	Sept.	2,170	10,223	111	10,830	12,321	1,205	1,356	158	1,830	1,819	472	344	4,277	8,159	8,601	75.3	69.8	2,671	1,133	1,114	1,625
	9 mos.	2,172	106,549	1,247	112,204	102,257	12,439	11,647	1,463	18,608	17,144	4,167	3,185	42,545	81,159	77,177	72.3	75.5	31,045	14,943	12,449	9,647
New York, N. H. & Hartford	Sept.	1,762	5,972	3,295	11,049	12,519	1,558	1,357	332	1,796	1,941	424	251	5,658	10,157	10,096	91.9	80.6	892	976	—1,411	187
	9 mos.	1,762	59,088	34,327	108,750	110,167	13,304	13,259	2,627	16,230	17,339	4,148	2,153	53,069	93,166	93,763	85.7	85.1	15,584	8,968	—6,080	—3,784
New York Connecting	Sept.	21	201	....	242	312	106	89	25	12	10	....	....	82	204	184	84.2	59.2	38	87	—69	28
	9 mos.	21	2,676	....	2,936	3,157	609	1,057	228	123	145	....	....	792	1,558	2,021	53.1	64.0	1,379	794	376	160
New York, Sus. & Western	Sept.	100	278	15	309	359	43	45	9	51	48	11	7	159	294	312	87....	86.9	15	35	—61	—27
	9 mos.	104	3....	....	093	093	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

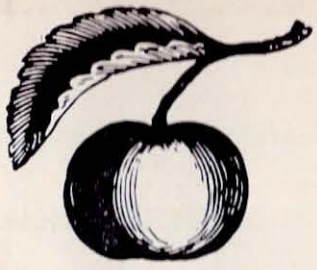
REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF SEPTEMBER AND NINE MONTHS OF CALENDAR YEAR 1959

Name of Road		Average mileage operated during period	Operating Revenues				Operating Expenses										Operating ratio		Net from railway operation	Railway tax accruals	Net Railway operating income	
							Maint. Way and Structures				Maint. Equipment											
			Freight	Pass.	Total (inc. misc.) 1959	1958	Total 1959	Total 1958	Deprec and Ret re-ments	Total 1959	Total 1958	Deprec. and Retire-ments	Traffic	Trans-portation	Total 1959	Total 195	1959	1958				
Norfolk & Western	Sept.	2,137	14,486	176	15,460	18,915	1,514	2,055	317	2,514	2,551	1,181	371	4,276	9,572	10,504	61.9	55.5	5,888	2,428	4,575	5,225
	9 mos.	2,138	141,827	1,906	150,903	151,724	16,095	19,647	3,158	25,873	29,122	10,077	3,166	41,569	93,864	103,800	62.2	68.4	57,039	30,552	37,393	27,561
Norfolk Southern	Sept.	592	922	....	938	965	181	244	18	136	123	40	52	289	732	763	78.0	79.0	207	87	82	80
	9 mos.	592	7,229	....	7,342	6,816	1,697	1,680	126	1,186	1,109	312	459	2,396	6,323	5,992	86.1	87.9	1,019	522	251	62
Northern Pacific	Sept.	6,834	15,609	508	17,268	18,715	2,607	2,196	325	2,590	2,486	770	417	6,099	12,531	12,195	72.6	65.2	4,737	2,916	1,829	2,860
	9 mos.	6,829	124,933	4,604	139,328	131,405	21,763	17,699	3,467	24,418	24,380	6,846	3,738	53,874	112,106	105,228	80.5	80.0	27,222	18,259	10,781	12,271
Northwestern Pacific	Sept.	328	1,244	1	1,256	1,200	218	222	25	83	87	3	7	344	674	698	53.7	58.1	582	250	132	119
	9 mos.	328	10,611	5	10,700	9,013	1,915	2,246	191	758	717	23	71	3,084	6,051	6,200	56.6	68.8	4,649	1,844	1,043	424
Pacific Electric	Sept.	361	918	....	1,066	1,135	190	157	24	43	53	4	19	577	933	832	87.5	73.3	133	168	—171	76
	9 mos.	360	9,329	....	10,632	9,506	1,671	1,499	213	496	532	32	187	5,160	8,431	7,783	79.3	81.9	2,201	1,162	—221	—293
Pennsylvania	Sept.	9,920	48,017	7,904	65,364	74,340	6,342	7,363	1,453	12,984	13,519	2,964	1,103	30,832	54,699	58,738	83.7	79.0	10,665	5,950	—235	4,001
	9 mos.	9,920	507,964	78,802	666,049	617,953	65,606	68,344	13,115	133,785	122,700	26,752	10,942	303,459	550,967	536,321	82.7	86.8	115,083	51,445	19,572	—318
Penn.-Reading S. S. Lines	Sept.	338	536	136	699	773	158	179	25	128	126	26	9	479	830	874	118.7	113.2	—131	78	—350	—333
	9 mos.	348	4,991	955	6,131	6,233	2,013	1,840	670	1,180	1,095	233	78	4,409	8,164	7,827	133.2	125.6	—2,033	655	—4,125	—3,593
Piedmont & Northern	Sept.	126	419	....	429	459	48	58	7	32	30	10	31	89	249	234	58.0	51.0	180	94	37	76
	9 mos.	126	4,090	....	4,177	3,725	386	437	43	308	255	86	280	802	2,102	1,978	50.3	53.1	2,075	1,069	574	519
Pittsburgh & West Virginia	Sept.	132	347	....	351	640	128	135	25	138	139	45	62	152	532	625	151.4	97.6	—181	Cr.77	—42	50
	9 mos.	132	5,969	....	6,032	5,906	1,284	1,214	223	1,422	1,330	408	663	1,931	5,835	5,703	96.7	96.6	196	135	279	325
Reading	Sept.	1,303	6,547	471	7,837	8,830	1,117	1,029	184	1,572	1,421	484	187	3,791	7,141	6,677	91.1	75.6	696	141	371	1,127
	9 mos.	1,303	69,401	4,449	79,572	78,716	10,164	10,864	1,741	15,489	14,220	4,279	1,729	35,906	67,484	67,305	84.8	85.5	12,087	3,599	5,468	6,065
Richmond, Fred. & Potomac	Sept.	118	1,085	320	1,721	1,751	149	138	27	299	257	67	26	637	1,237	1,218	71.9	69.6	484	239	202	159
	9 mos.	118	11,262	3,784	17,915	18,145	1,347	1,470	196	2,608	2,527	596	262	6,370	11,959	12,147	66.8	66.9	5,956	3,427	1,792	2,034
Rutland	Sept.	391	339	....	367	415	74	82	8	52	49	18	26	152	333	339	90.8	81.6	34	32	....	42
	9 mos.	391	3,215	....	3,454	3,423	695	653	79	530	509	160	267	1,420	3,157	3,091	91.4	90.3	297	271	—9	40
St. Louis-San Francisco	Sept.	4,558	8,505	206	9,477	9,964	1,369	1,379	255	1,775	1,792	604	333	3,996	8,075	7,790	85.2	78.2	1,402	502	673	1,335
	9 mos.	4,569	81,384	1,997	89,852	82,946	13,916	11,796	1,735	15,457	14,273	5,464	3,182	35,377	73,283	68,495	81.6	82.6	16,569	6,481	8,394	8,006
St. Louis-S. F. & Texas	Sept.	143	322	3	347	359	29	40	4	25	22	1	22	144	233	237	67.0	66.0	115	36	16	26
	9 mos.	143	3,642	27	3,876	3,269	241	394	40	247	219	10	207	1,372	2,173	2,266	56.1	69.3	1,703	678	496	169
St. Louis Southwest. Lines	Sept.	1,556	5,162	6	5,261	5,256	595	726	72	712	702	195	183	1,771	3,453	3,445	65.6	65.6	1,809	867	811	938
	9 mos.	1,556	48,507	54	49,352	44,087	5,332	6,236	679	6,011	6,171	1,721	1,691	16,208	31,063	30,324	62.9	68.8	18,289	8,406	7,876	6,494
Savannah & Atlanta	Sept.	144	342	....	360	310	44	60	2	64	57	19	16	133	270	246	75.0	79.2	90	42	38	37
	9 mos.	144	2,950	....	3,088	2,835	463	529	15	574	514	174	150	1,040	2,338	2,206	75.7	77.6	750	326	363	373
Seaboard Air Line	Sept.	4,147	10,674	838	12,514	12,025	1,496	1,522	191	2,270	2,416	683	454	4,621	9,507	9,520	76.0	79.2	3,007	1,301	1,577	1,514
	9 mos.	4,147	100,709	10,003	119,913	114,518	15,166	16,250	1,870	21,859	22,962	6,300	4,084	43,361	90,777	91,762	75.7	80.1	29,135	12,993	14,442	13,401
Southern Railway	Sept.	6,269	20,674	819	23,289	22,696	2,634	3,361	325	3,738	3,769	953	504	7,208	15,345	15,886	65.9	70.0	7,944	3,687	3,552	3,525
	9 mos.	6,269	178,942	8,242	202,214	186,997	25,674	27,607	2,853	34,108	32,291	8,553	4,415	64,063	139,432	138,047	69.0	73.8	62,782	28,477	28,820	26,700
Alabama Great Southern	Sept.	328	1,124	43	1,310	1,313	182	248	34	296	278	82	41	465	1,094	1,144	83.5	87.2	217	86	71	77
	9 mos.	328	10,831	413	12,500	11,615	2,128	2,213	316	2,898	2,720	738	364	4,400	10,753	10,504	86.0	90.4	1,748	867	557	108
Cinn., N. O. & T. P.	Sept.	337	2,740	78	3,038	2,751	529	598	70	675	683	223	82	883	2,373	2,422	78.1	88.1	665	318	487	202
	9 mos.	337	27,529	774	30,116	26,695	5,141	5,353	656	6,391	6,069	2,001	733	7,940	21,983	21,726	73.0	81.4	8,133	3,713	5,538	3,562
Georgia Southern & Florida	Sept.	397	707	25	806	727	96	159	15	88	77	10	23	269	541	573	67.1	78.8	265	63	43	—51
	9 mos.	397	6,664	304	7,682	6,856	1,082	1,409	103	805	717	95	205	2,431	5,078	5,275	66.1	76.9	2,604	570	515	—391
New Orleans & Northeastern	Sept.	203	830	34	938	954	183	175	36	191	193	85	28	242	723	719	77.1	75.4	215	164	102	164
	9 mos.	203	7,720	300	8,687	8,591	1,771	1,636	216	1,802	1,776	759	243	2,295	6,816	6,477	78.5	75.4	1,871	1,327	913	990
Southern Pacific	Sept.	8,066	41,486	2,127	46,444	47,169	5,438	5,899	656	10,455	9,997	2,499	761	17,327	36,159	36,414	77.9	77.2	10,285	5,187	4,198	5,033
	9 mos.	8,069	373,236	20,920	418,124	380,358	48,282	46,943	4,610	91,116	83,683	22,204	7,217	157,650	323,508	306,154	77.4	80.5	94,616	47,633	37,887	34,686
Texas & New Orleans	Sept.	4,162	10,681	267	11,583	11,349	2,188	2,197	138	1,725	1,643	205	247	4,305	9,081	8,717	78.4	76.8	2,502	975	511	644
	9 mos.	4,164	98,145	2,748	106,437	100,725	17,586	17,024	1,705	15,208	14,333	1,780	2,286	38,949	79,531	76,464	74.7	75.9	26,906	10,977	5,943	4,849
Spokane International	Sept.	150	268	....	281	324	50	26	4	29	28	9	4	76	170	158	60.5	48.9	111	46	38	65
	9 mos.	150	2,616	....	2,701	2,968	413	497	30	236	291	92	43	680	1,469	1,721	54.4	58.0	1,232	526	483	527
Spokane, Portland & Seattle	Sept.	936	2,695	79	2,977	3,109	436	423	54	469	480	129	34	1,092	2,157	2,191	72.5	70.5	820	344	349	248
	9 mos.	936	23,424	762	25,874	24,120	4,030	3,925	533	4,253	4,087	1,156	312	9,262	18,946	18,325	73.2	76.0	6,928	2,950	3,202	2,823
Tennessee Central	Sept.	284	334	....	355	372	47	41	5	52	53	21	16	118	255	224	71.8	74.4	100	25	31	46
	9 mos.	284	2,975	4	3,106	3,010	391	372	47	463	444	194	154	1,095	2,317	2,254	74.6	74.9	790	212	215	196
Texas & Pacific	Sept.	1,831	4,862	290	5,791	5,856	722	774	96	1,047	1,061	281	215	2,406	4,756	4,783	82.1	81.7	1,034	409	362	467
	9 mos.	1,831	47,440	2,994	55,840	53,490	7,447	7,328	906	9,539	9,540	2,462	1,859	23,137	45,288	43,459	81.1	81.2	10,552	4,153	2,876	2,699
Texas Mexican	Sept.	161	256	....	277	280	74	69	6	34	38	11	12	86	231	234	83.4	83.6	46	33	—9	—7
	9 mos.	161	2,529	....	2,799	2,852	546	528	52	302	303	102	112	819	1,996	1,907	71.3	66.9	803	337	136	231
Toledo, Peoria & Western	Sept.	239	688	....	720	633	88	85	7	54	50	13	52	184	419	378	58.2	59.7	301	136	96	77
	9 mos.	239	5,679	1	5,873	5,539	707	689	61	458	482	115	453	1,540	3,541	3,374	60.3	60.9	2,332	1,007	701	726
Union Pacific	Sept.	9,743	37,854	2,224	43,339	47,503	5,014	5,844	536	7,379	8,089	2,286	1,107	15,047	30,860	32,962	71.2	69.4	12,479	6,584	3,581	5,639
	9 mos.	9,748	335,810	21,722	385,429	366,454	46,717	48,931	5,110	72,637	68,160	19,756	11,044	135,574	286,671	274,845	74.4	75.0	98,758	54,674	26,585	28,167
Virginian	Sept.	608	3,383	....	3,502	4,140	356	470	72	586	536	285	64	751	1,936	1,970	55.3	47.6	1,567	615	1,157	1,220
	9 mos.	608	33,239	....	34,565	36,854	4,348	4,051	736	6,510	6,026	2,556	565	7,164	19,821	19,110	57.3	51.9	14,744	7,445	9,666	10,032
Wabash	Sept.	2,392	8,199	428	9,674	9,219	1,070	1,087	137	1,299	1,432	454	334	4,561	7,720	7,683	79.8	83.3	1,954	696	463	449
	9 mos.	2,392	77,271	3,895	90,082	81,700	10,773	9,756	1,175	12,967	12,964	4,034	3,116	41,808	72,703	68,038	80.7	83.3	17,380	5,952	4,357	3,177
Ann Arbor	Sept.	294	678	....	693	738	87	89	10	163	141	45	33	347	656	636	94.7	86.1	37	60	—48	44
	9 mos.	294	6,456	....	6,616	6,519	807	720	62	1,445	1,384	378	309	3,256	6,039	5,786	91.3	88.8	578	511	—134	184
Western Maryland	Sept.	844	2,197	....	2,338	4,053	494	534	27	747	756	293	111	1,052	2,609	2,856	111.6	70.5	—271	Cr.103	112	943
	9 mos.	844	32,724	....	34,085	33,170	4,835	4,647	434	7,191	6,789	2,479	1,122	11,452	26,510	25,559	77.8	77.1	7,574	4,234	6,356	6,694
Western Pacific	Sept.	1,188	4,258	238	4,630	5,102	519	510	78	627	619	222	237	1,630	3,327	3,202	71.9	62.8	1,303	555	607	968
	9 mos.	1,188	37,339	1,835	40,249	38,080	4,975	5,145	727	6,171	5,993	1,959	2,173	14,448	30,520	29,202	75.8	76.7	9,729	4,801	4,873	5,248
Wisconsin Central	Sept.	1,031	2,359	51	2,570	2,902	311	302	44	291	391	110	96	1,138	1,985	2,101	77.2	72.4	585	195	188	474
	9 mos.	1,031	23,065	237	24,744	23,885	3,388	3,042	390	4,017	3,955	979	911	10,629	20,281	19,445	82.0	81.4	4,463	1,746	1,013	1,424

a RAILWAY AGE Service Page



For shipping fruits

or boots

or parachutes

The better way is Santa Fe

No matter what you ship call the nearest Santa Fe Traffic Office and let the longest railroad in the U.S.A. go to work for you.

Santa Fe

SLIDING SILLS

(Continued from page 48)

in. travel cushioning extends protection to a carton lading, all other less critical types of lading are also protected. With 30 in. of cushion travel, load subdividing and similar methods of securement are unnecessary, providing greater flexibility and economies in loading practices."

Pullman found that rigidizing a resilient carton load by subdividing and using a car with 10-in. of cushion travel would give similar results. To prevent damage to bottled goods at 10-mph impacts, a combination of six equal compartments and 10 in. of cushion travel for a 40-ft box car were necessary.

Two railroads already operate sizable fleets of cars with hydraulically cushioned sliding center sills incorporating 10 in. of travel and load restraining equipment. Since introduction of the Hydracushion underframe in 1956, the Southern Pacific has applied it to 1,650 box cars, all equipped with load dividing equipment (RA, April 15, 1957, p. 35). Starting in 1958, the Santa Fe has built or ordered 1,750 box cars with the Shock Control underframe which it developed (RA, June 23, 1958, p. 57).

Regular operation of these cars indicates that Pullman predictions of performance with 10-in. travel and load dividers were substantiated.

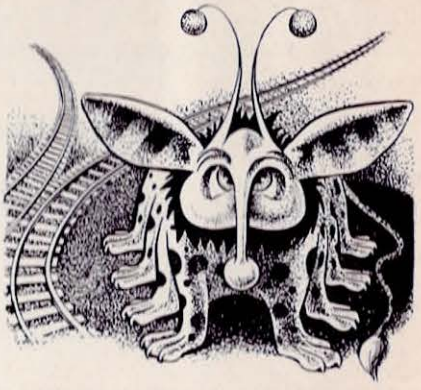
In discussing the choice of the hydraulic cushioning device, T. T. Blickle, Santa Fe's general manager-mechanical department, said a hydraulic device was best from the standpoint of smooth operation, high capacity, lack of recoil and adequate travel at all impact speeds. The Santa Fe wanted lading protection at impact speeds up to 12 mph or higher.

The Hydracushion underframe was developed in conjunction with Stanford Research Institute "as a result of dissatisfaction with the capabilities of existing draft gears and cushioning devices to protect fragile lading under present-day operating conditions," said S. M. Houston, general superintendent of the SP mechanical department.

Checks made on 2,354 car loads of merchandise which moved in Hydracushion cars through 1958 showed that 1,916 were accepted without exception. Ladings included canned goods, water heaters, ranges, paint, wine, tinplate, and merchandise.

The Santa Fe reported that of 407 representative shipments moved in Shock Control cars, 354, or 87%, were accepted without the filing of damage claims. Of the remainder, claims for under $10 each were filed on 24, and claims for over $25 each on 29.

We don't know what it is either...



...BUT, if it's going to or from New England, we know the L&HR can hasten its delivery for you!

L&HR representatives will supply complete information regarding the best possible routing for your shipments. Check with the office nearest you.

Boston, Mass.—HUbbard 2-8683
W. J. Fitzgerald, N.E.T.M.
R. E. Cashen, G.A.

New Haven, Conn.—LOcust 2-9725
W. A. Mackintosh, G.A.

Chicago, Ill.—HArrison 7-2653
W. C. Douglas, Jr., GWA

Pittsburgh, Pa.—PEnhurst 1-7927
E. Theodore, G.A.

Cleveland, Ohio—SUperior 1-9161
R. J. Pierce, G.A.

Warwick, N. Y.—YUkon 6-2281
M. J. Loydon
D. G. Bainbridge, GFA

New York City Telephone
OXford 7-9672

GENERAL OFFICES
Warwick, N. Y. R. C. Winchester, G.F.T.M.
YUkon 6-2281

Bridge Route L&HR RADIO EQUIPPED to New England

LEHIGH and HUDSON RIVER RAILWAY COMPANY

Panel Probes Seaway Problems

► **The Story at a Glance: Seaway Year 1 wasn't an unqualified success, even for those transport agencies that figured to benefit most. Serious problems—among them rate matters involving all carriers—cropped up and as yet there are few solutions in sight.**

Spokesmen for the railroads, the truckers, the barge lines, the foreign and American-flag steamship lines agreed that the Seaway has been a problem child. Not unnaturally, they differed on the scope and nature of the problems. But each seemed relatively optimistic that the problems can be met —each in his own way.

A panel discussion bringing together representatives of all transport media seldom produces unanimity of opinion. Last week's look-back at the St. Lawrence Seaway's first year was no exception:

- Bruce E. Dwinell, Rock Island vice president, indicated that western railroads, by and large, were not unhappy with results of the initial shipping season.
- A. E. Baylis, NYC vice president —freight sales and service, called the waterway "formidable competition which we must fight. . . Eastern railroads realize the Seaway is now a reality and are not trying to fill it in with dirt and rocks, but neither do they intend to fill it with tonnage."
- Norman Horn, general agent with Federal Barge Lines, noted little impact on the inland waterways' carriers in the first year, expected some time to pass before barge lines are able to develop appreciable tonnage in connection with the Seaway.
- E. A. Kuecker, president of Kuecker Steamship Services, Inc., noted a host of problems encountered by foreign-flag operators—among them unpredictable weather, prohibitive terminal costs at some ports, limitations on length of the navigation season.
- T. B. Westfall, executive vice president of Grace Line, called the '59 Seaway record "one that no private enterprise would contemplate without disappointment and a great deal of soul searching." Cargo offerings were comparatively light; ships were forced to put into more ports than expected at both ends of the line; turnaround times were far over estimates.
- William Noorlag, Jr., general manager of Central Motor Freight Association, had the most encouraging traffic report: a 30% increase in number of trucks picking up or discharging cargo at Chicago's Lake Calumet port.

Closest thing to debate came at a press conference preceding the panel discussion, when a non-member of the panel—George Weiss, of Great Lakes Overseas, Inc.—raised the question of export rates, related particularly to rail and truck operation. Lack of such rates has been a sore point with Seaway interests, who contend lake ports should have an export rate structure similar to that applying to Gulf, East and West Coast ports.

Mr. Dwinell, however, viewed the problem as one of getting the cart and the horse in proper perspective. He said it's "difficult for the common carrier railroads to publish rates when they don't know what the ocean rates are, or what may be necessary in the way of export or import rates . . . water rates should be stabilized and known. Then the railroads can consider the facts in the light of that information."

Besides, he noted, many railroad, trucking and barge line people have doubts that there should in fact be export and import rates applying anywhere.

Mr. Noorlag, also quizzed on the export rate situation, contended that truck rates "are pretty low to begin with . . . We haven't found ways and means to shave to a lower rate." In addition, he said, service offered by the truckers acts as a trade promoter.

Rate Malpractices?

Mr. Kuecker was vehement on another phase of the rate picture—a phase brought about primarily by the new shipping competition which the deepened channel has produced.

"The inevitable effect of such extensive competition is intensive competition," he declared. "The ultimate result is instability of rates quoted and actually collected. The past year or more has brought a terrific and constant cutting, if not slashing, of rates and the unfortunate consequence in many cases of refunds, rebates, under-the-table deals and other malpractices."

Both the Federal Maritime Board and a Congressional committee are investigating, he said. And, while it's too early to anticipate the outcome, "it is evident that a thorough house-cleaning is in order . . . While exporters and importers may benefit by low rates and some weaken by the lure of payola, transportation charges must be compensatory to the vessel operator to stay in business. Public carriers must put their own houses in good order as well as abide by their conferences' rules and regulations by being open and above-board in their rate-making, rate quoting and freight collections."

Both railroad spokesmen steered clear of predictions on the Seaway's future. Mr. Dwinell pointed out that identifiable rail movement of foreign general cargo to and from Chicago's three dock sites totaled 8,700 cars—"not a figure representing tremendous impact on rail transportation."

He sees a number of factors affecting future traffic volume—"not the least of the adverse factors being the efforts of the Atlantic and Gulf ports and those who support those ports to retain for themselves as large a share of the foreign traffic as possible. A start has been made on these efforts so far as grain is concerned."

Both the RI vice president and NYC's Mr. Baylis noted the potential effects of general cargo imports on domestic industry. Mr. Baylis commented that "the railroads can be badly hurt by this [Seaway] competition which may benefit a few and harm the many, but American industry around the Seaway also has much to lose through the dumping of foreign goods in this country in competition with our own products—a trend already greatly accelerated during this first year of Seaway operation."

The NYC vice president said some market disruption has been noted in many areas because "no longer do the inland manufacturers have the protection of the freight rate from the Atlantic Coast to insulate them from foreign competition."

Railroad action to meet Seaway competition, he said, has involved reductions in about six major commodity rates "and reductions on another 10 to 15 are planned during the winter months."

Barge operators, Mr. Horn indicated, took the first season philosophically, despite some setbacks. A statement prepared by A. C. Ingersoll, Jr., Federal's president, pointed out that Twin Cities-Chicago grain traffic declined 15% this year as exports from Duluth increased. Barge grain traffic into Chicago generally declined sharply, "principally because of drastic reductions in rail grain rates from the Illinois Valley to the East."

The panel discussion was sponsored by the educational committee of the Traffic Club of Chicago.

ARE YOU GETTING THE VALUE YOU PAID FOR?

When you purchase and pay for Rail Joint Company Renewal Fibre, you get value plus quality.

Only RAJO brand gives you these quality advantages:

1. The best vulcanized fibre obtainable.
2. Perfect fit. Identical to original parts because they are made to the same master plans.
3. Rigid Inspection. Rail Joint Company Renewal Fibre gets the same careful checking given to original parts.
4. Dependable Field Service for fibre and insulated joints by engineering specialists.

RAIL JOINT COMPANY

DIVISION OF POOR & COMPANY (INC.)

50 CHURCH ST. **NEW YORK 7, N. Y.**

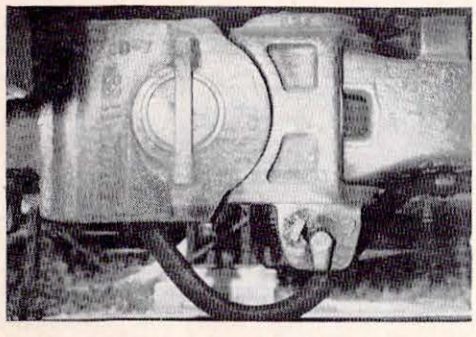
NEW LOOK IN PIGGYBACK has been riding Santa Fe rails in a prototype version since early summer. Basically two permanently coupled 44-ft flat cars, the articulated unit solves some problems of 85- and 88-ft TOFC cars.

ATSF Builds Articulated Flats

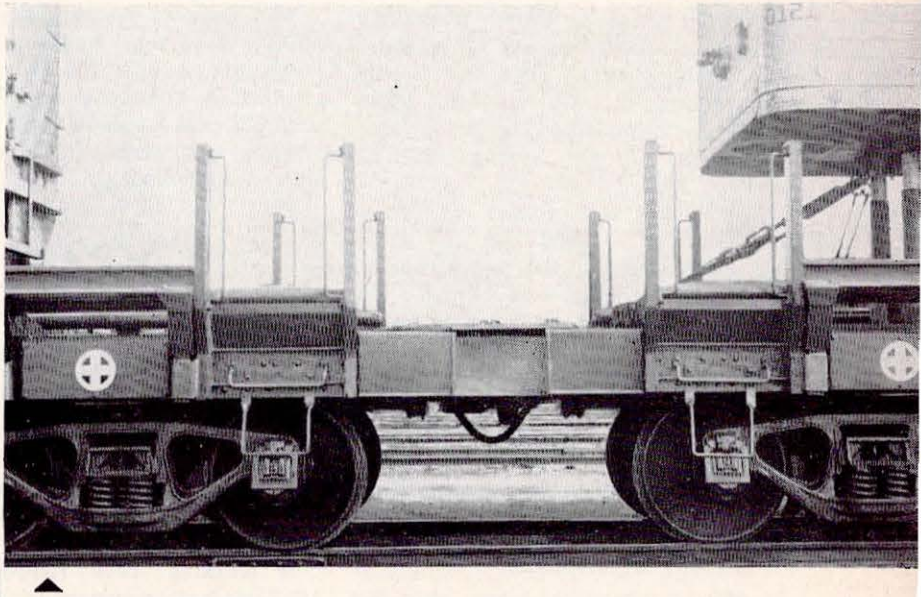
Santa Fe's Wichita shops are now building 100 units of a new articulated piggyback car design. With an over-all length of 92 ft 5½ in., the new twin flats are the longest yet for piggyback service.

A prototype unit built last spring has tested the design in service. During the past several months it has operated out of Corwith yard, Chicago to Los Angeles, Dallas and other points.

Advantages claimed for the articulated car over the 85- and 88-ft TOFC designs are: no special clearance problems, no special brake pipe and angle cock locations, reduced brake pipe leakage (since two angle cocks are eliminated and a single continuous hose at the center of the car replaces two hoses and couplings), a set of AB valves on each unit to give a standard propagation of a brake pipe reduction, and easy access to the car deck for crews and at trailer loading docks.



PERMANENT COUPLING has welded bars over the yoke pins and at the retainer-pin keyhole. A one-piece flexible hose replaces two angle cocks and air hose. The coupler is ASF Universal, 3-piece radial, vertical and horizontal.



FLEXIBLE SKIRT between cars gives the appearance of continuous construction and also prevents anyone from entering between the cars. The skirt consists of a leather belt, each end of which is equipped with a cable fastened to a spring-loaded shaft that keeps it taut.

BOTH LATERAL AND VERTICAL SWIVEL MOVEMENTS are provided at the center connection, which is covered by a hinged apron. Stanchions are retained at the center of the car. Sill steps and side grab irons are retained to aid employees in getting on and off.

STATES MARINE FLEXI-VAN is hoisted over the side of a trans-Pacific steamship onto a Milwaukee bogie and tractor at Seattle.

Flexi-Van Goes International

The Milwaukee's first trans-Pacific Flexi-Van shipment has completed its ship-truck-rail journey from Yokohama, Japan, to Chicago.

Two containers—one a standard size Flexi-Van, the other a smaller van—were loaded aboard the States Marine—Isthmian line vessel "Pelican State" at Yokohama Nov. 20 (RA, Nov. 23, p. 7). On arrival at Seattle, Wash., the vans were trucked to the Milwaukee's F-V loading strip. They left Seattle Dec. 4, arrived in Chicago Dec. 7 and underwent customs inspection two days later. The cargo: sewing machine heads.

Both vans are owned by States Marine. The standard size unit made the overland trip in conventional style, riding on F-V bogie and turntable flat car. The other van, smaller than standard, offered only a slight problem. It was placed in a standard open-top Flexi-Van at dockside in Seattle and completed its journey in piggyback-within-piggyback fashion.

This was the first trans-oceanic shipment handled by the railroad via Seattle. Earlier, a States Marine van loaded with outboard motors consigned to Antwerp, Belgium, moved over the Milwaukee from Minneapolis to Chicago enroute to the East Coast.

Other import and export shipments, the road says, are coming in the near future.

John D. Phillips, executive vice president of Milwaukee Motor Transportation Company, hailed the economy and efficiency made possible by the international F-V moves.

Among the advantages:

- Trans-loading at dockside is eliminated, with savings in both time and expense.
- Stringent packing and crating specifications required in ordinary overseas shipping and the intermediate handling of each package between truck, rail and ship are eliminated.
- Chance of pilferage is greatly reduced. On the Yokohama-Chicago move, for example, the Flexi-Van seal attached in Yokohama remained intact until Customs Inspector John L. Cornell removed it at the Milwaukee's Jefferson street freight house.

Cost-Control Program Pays Off for N&W

A "vigorous cost-control program" enabled the Norfolk & Western to post record profits during the first 10 months of 1959, despite a 2% decline in revenues.

N&W President Stuart T. Saunders told an audience of Philadelphia financial analysts that the savings came in three broad areas:

- Working force reductions. "In 1957, we had an average of 20,674 employees, and in 1958, 15,505. As of the middle of November we had 12,176 employees."
- Dieselization. About one-third dieselized at the beginning of 1958, N&W today is "substantially 100% dieselized."
- "A systematic program of critical self-evaluation, which is uncovering important areas of savings." Examples: "Between January 1958 and the present, we have reduced our material and supplies account by $10,700,000, thus making that amount of additional working capital available. Terminal operations, leases and accounting methods have been re-studied."

The proof was in the pudding: "Because of this [steel] strike, our revenues for the first 10 months of this year declined about 2% under the same period of 1958—from $170 million to $167 million. However, our total operating expenses dropped from $114.6 million in 1958 to $103.9 million this year—a decline of about 9%. As a result our operating ratio . . . declined from 67.43 to 62.18, and net income increased from $32.2 million, or $5.58 per share of common stock, to a record of $40.4 million, or $7.05 per share of common stock, a rise of about 26% [and] an all-time high for N&W earnings for the first 10 months of a year."

Other indications of improved operation were noted by Mr. Saunders: "Gross ton miles per man-hour have increased from 1,058 in 1958 to 1,207 this year; average freight train speed . . . from 17.9 miles per hour in 1958 to 18.2 this year; and gross ton miles per freight train hour . . . from 87,653 in 1958 to 90,983 this year."

Current expenditures, Mr. Saunders said, reflect management's confidence in the future of the N&W as a growth company. "Dieselization alone is costing some $88 million. Sizable expenditures are also being made for the acquisition of freight cars . . . We are continuing this freight car program with the construction of 40 new hopper cars each week at a cost of some $350,000."

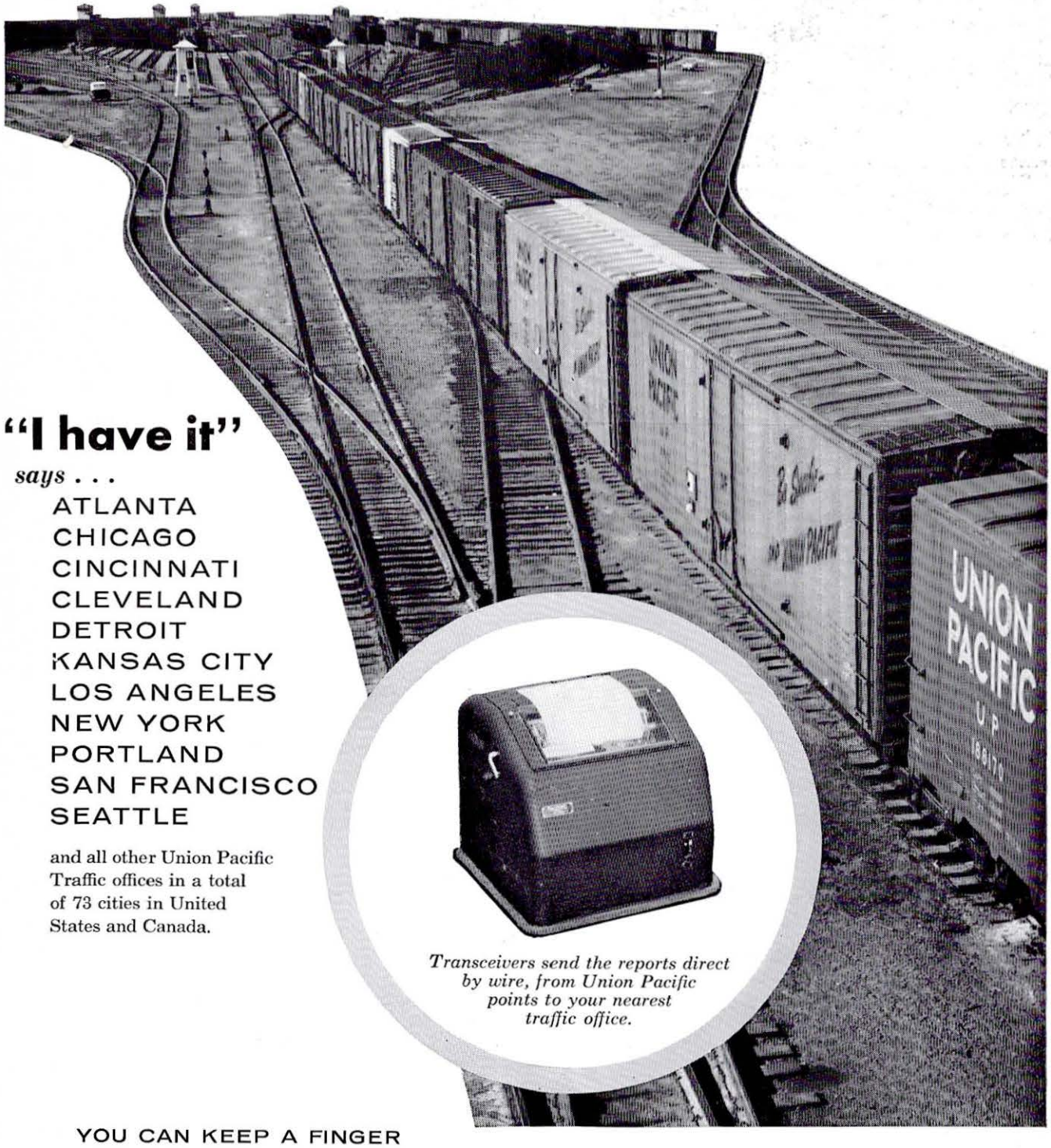
He noted that the N&W is now paying cash for locomotives and cars and, "at the present time, despite the fact that we have paid out over $23 million in cash for capital improvements in 1959, our cash position is $25 million stronger than it was at the beginning of the year."

Mr. Saunders said the $12 million annual savings estimated to be realized from the N&W-Virginian merger may prove to be a conservative figure. Increased traffic resulting from a stepped-up industrialization program may increase that figure "substantially."

The N&W president was as optimistic for the future of the industry as a whole as for his own road.

"The railroads are now discovering that in many instances reduced rates and greater volume are more profitable than higher rates and less volume," he said. "Moreover, the attitude of the railroads toward rates is changing from a defensive to an offensive one," he emphasized.

Who has the report of all shipments in this train leaving North Platte . . . ***right this minute?***



"I have it"

says . . .

ATLANTA
CHICAGO
CINCINNATI
CLEVELAND
DETROIT
KANSAS CITY
LOS ANGELES
NEW YORK
PORTLAND
SAN FRANCISCO
SEATTLE

and all other Union Pacific Traffic offices in a total of 73 cities in United States and Canada.

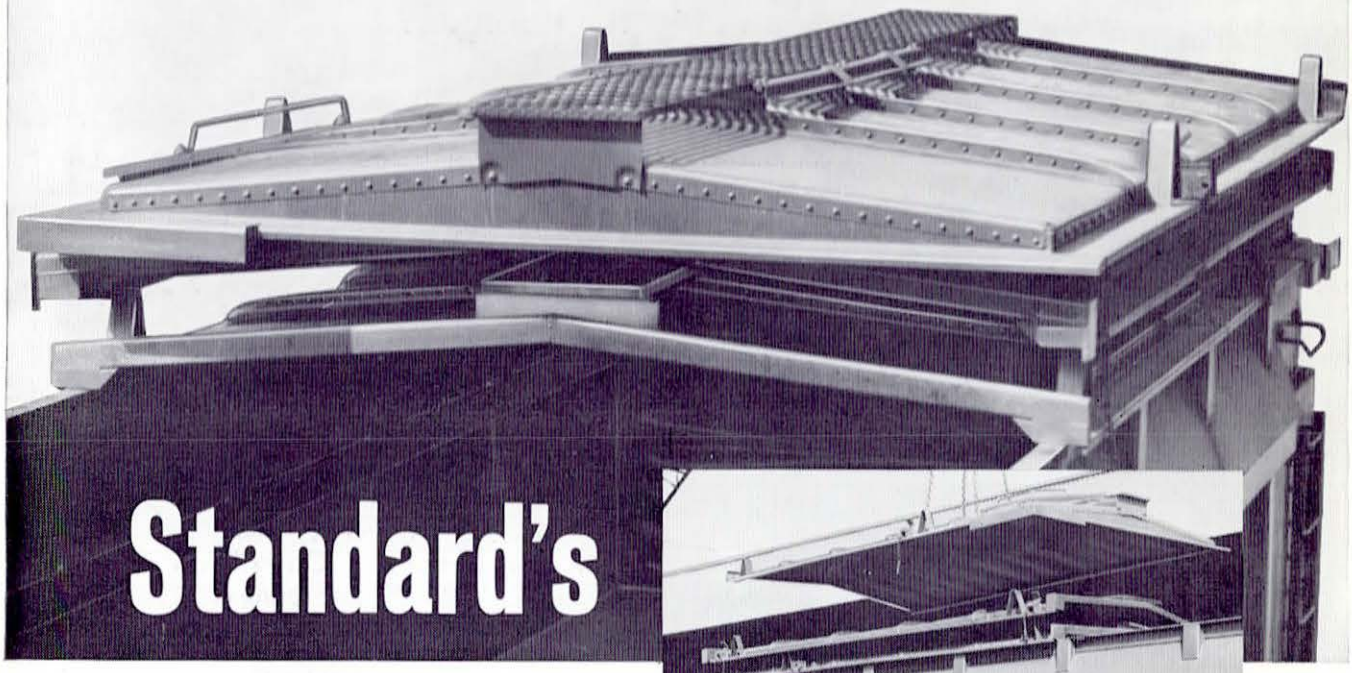
Transceivers send the reports direct by wire, from Union Pacific points to your nearest traffic office.

YOU CAN KEEP A FINGER
ON YOUR WESTERN SHIPPING

when you send it . . . **UNION PACIFIC** *Railroad*

OMAHA 2, NEBRASKA

✓ *Here's* **STANDARD'S** *responsibility to the railroads at work...*



Standard's New Removable Gondola Roof

Protects customer's valuable lading...

Eliminates costly packaging and shrouding...

Standard's Removable Gondola Roof comes in three sections which, when in place, give the roof the same kind of diagonal strength found in Standard's regular roofs. Each section is easily moved on to the gondola car and easily stacked to conserve dock space. This new roof defends against costly rust and corrosion of valuable products such as structural sheets, coil and tin plate. Lading is delivered in perfect condition. Your savings are measured in reduced lading losses and added customer good will. Your Standard representative has the details.

STANDARD RAILWAY EQUIPMENT DIVISION
OF STANDARD RAILWAY EQUIPMENT MANUFACTURING COMPANY
HAMMOND, INDIANA
CHICAGO, ILLINOIS • NEW YORK, NEW YORK • SAN FRANCISCO, CALIFORNIA

MARKET OUTLOOK *at a glance*

Carloadings Drop 1.2% Below Previous Week's

Loadings of revenue freight in the week ended Dec. 12 totaled 641,972 cars, the Association of American Railroads announced on Dec. 17. This was a decrease of 7,667 cars, or 1.2%, compared with the previous week; an increase of 52,619 cars, or 8.9%, compared with the corresponding week last year; and an increase of 38,832 cars, or 6.4%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended Dec. 5 totaled 649,639 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Dec. 5

District	1959	1958	1957
Eastern	90,914	87,731	92,271
Allegheny	122,867	99,816	109,862
Pocahontas	52,682	52,674	53,953
Southern	119,208	117,023	116,741
Northwestern	91,936	65,654	68,767
Central Western	120,037	122,740	124,411
Southwestern	51,995	49,246	51,831
Total Western Districts	263,968	237,640	245,009
Total All Roads	649,639	594,884	617,836
Commodities:			
Grain and grain products	50,864	52,267	59,650
Livestock	5,715	5,369	6,364
Coal	120,818	122,812	125,944
Coke	10,682	8,780	8,952
Forest Products	41,390	38,136	37,515
Ore	51,369	14,960	18,028
Merchandise l.c.l.	38,511	42,672	47,156
Miscellaneous	330,290	309,888	314,227
Dec. 5	649,639	594,884	617,836
Nov. 28	574,126	539,489	553,722
Nov. 21	629,362	619,754	632,763
Nov. 14	638,408	644,531	647,297
Nov. 7	560,658	658,442	675,579
Cumulative total, 49 weeks	29,264,549	28,633,562	33,897,096

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Dec. 5 totaled 8,816 cars, compared with 6,410 for the corresponding 1958 week. Loadings for 1959 up to Dec. 5 totaled 391,569 cars, compared with 260,180 for the corresponding period of 1958.

IN CANADA.—Carloadings for the nine-day period ended Nov. 30 totaled 88,740 cars, compared with 75,982 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
Nov. 30, 1959	88,740	34,887
Nov. 30, 1958	84,617	34,524
Cumulative Totals:		
Nov. 30, 1959	3,573,742	1,292,564
Nov. 30, 1958	3,490,896	1,292,750

New Equipment

FREIGHT-TRAIN CARS

► *Northern Pacific.*—Will spend approximately $20,000,000 for construction and purchase of 1,800 new freight cars in 1960. Program includes 800 40-ft box cars with combination plug and sliding doors and 100 40-ft refrigerator cars already under construction at Brainerd, Minn., company shops. NP will also build 150 50-ft insulated box cars equipped with damage prevention devices; and 150 50-ft box cars with 15-ft doors. Company will purchase 25 65-ft gondolas, in addition to previously-announced orders for 400 40-ft box cars from Pullman-Standard, 100 50-ft mechanical refrigerator cars from Pacific Car & Foundry and 75 85-ft G-85 piggyback flat cars from General American. Of the total 1,800 cars, 825 will be equipped with roller bearings.

► *Southern Pacific.*—Ordered 100 95-ton open-top hopper cars with aluminum bodies and steel underframes from American Car & Foundry Division of ACF Industries, Inc. Cars will be used in Texas sulphur traffic. Deliveries are scheduled for spring of 1960.

LOCOMOTIVES

► *Missouri Pacific.*—Ordered 24 1,800-hp GP-18 road-switchers from Electro-Motive Division. Deliveries are scheduled for the period April 15-June 30, 1960. Cost of the units will be about $3,000,000, taking into account salvage value of 24-ft units which will be turned back to the builder and replaced by the GP-18s.

► *National Railways of Mexico.*—Ordered 16 1,800-hp DL-702 road-switchers and eight 1,000-hp switchers from Alco.

► *Northern Pacific.*—New locomotive purchases in 1960 will involve expenditure of approximately $3,000,000. Company may acquire 12 2,400-hp units or a greater number of lower horsepower units. Orders have not yet been placed.

► *Santa Fe.*—Ordered 60 2,400-hp road-switchers at a total cost of approximately $15,600,000. The order: 35 SD-24 units from Electro-Motive Division; 25 DL-600 units from Alco Products, Inc. Deliveries are scheduled for first half 1960.

SPECIAL

► *Burlington.*—Ordered 200 40-ft highway trailers from Brown Trailer Division of Clark Equipment Co. Deliveries are under way and will continue at a rate of about five units per day. Placement of orders for another 150 trailers has been authorized, will probably be made early next year. Total cost of the 350 units will be about $2,400,000.

New Facilities

► *Delaware & Hudson.*—Will install CTC between Afton, N.Y., and Schenectady, 90 miles, at a cost of $1,461,398. Project will begin Jan. 1, is expected to be completed within 18 months. It will bring a total of 283.1 miles under CTC control—about 60% of D&H's main line track.

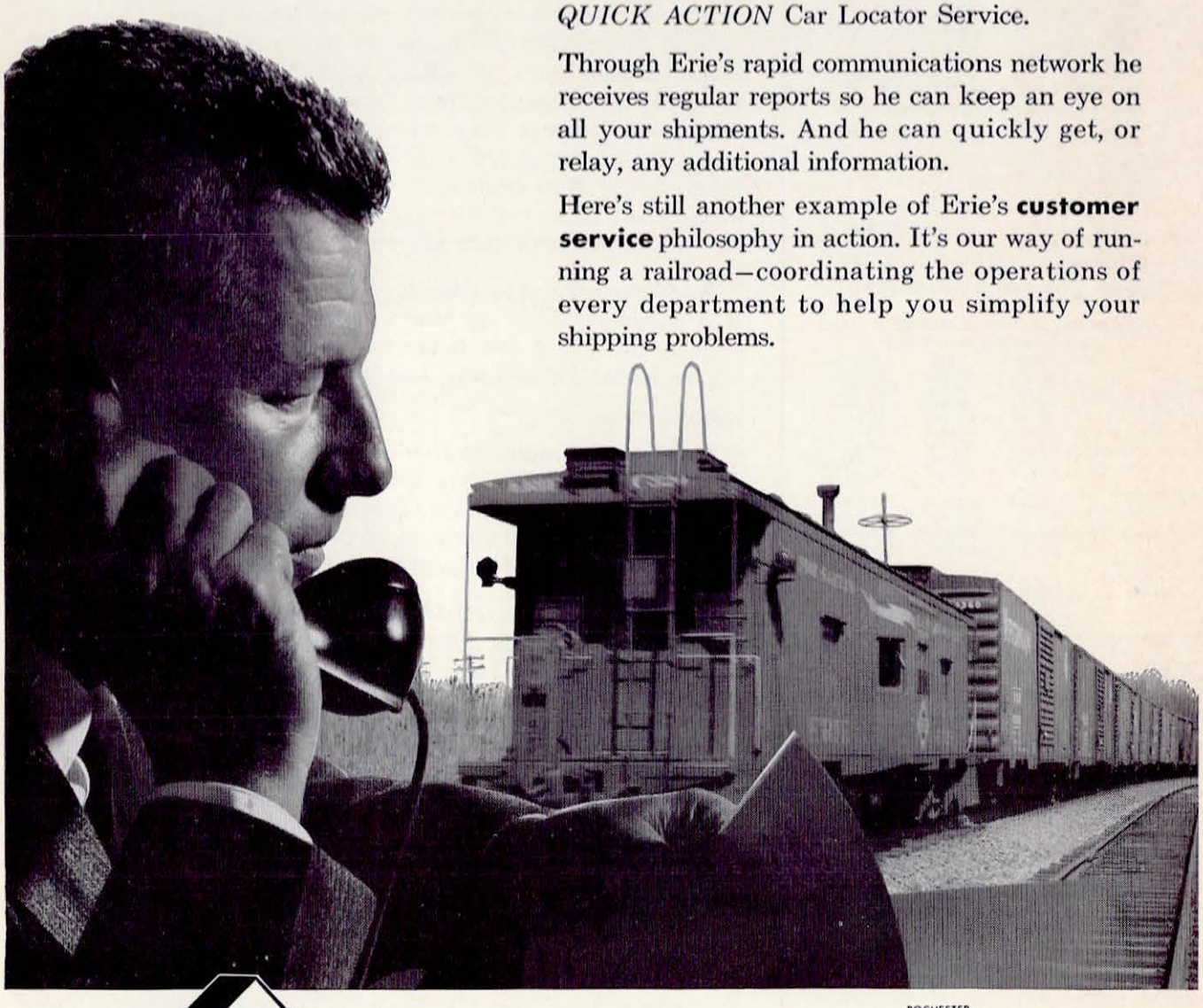
Your Erie customer service man has...

An eye on your shipment all the way!

Your Erie **customer service** man can answer questions about your shipment *fast*. Usually while you hold the phone he can tell you where it is—when it will get there—thanks to Erie's famous *QUICK ACTION* Car Locator Service.

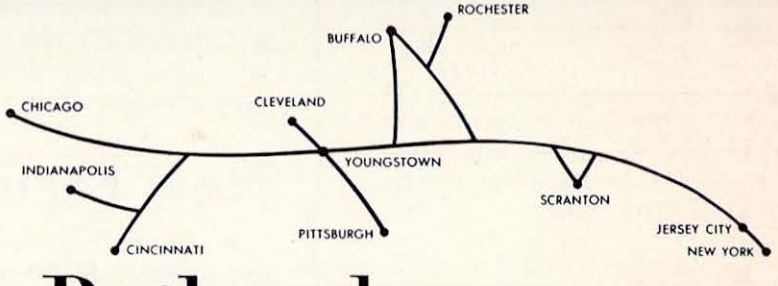
Through Erie's rapid communications network he receives regular reports so he can keep an eye on all your shipments. And he can quickly get, or relay, any additional information.

Here's still another example of Erie's **customer service** philosophy in action. It's our way of running a railroad—coordinating the operations of every department to help you simplify your shipping problems.



ERIE

...symbol of dependable **customer service**



Erie Railroad

Dependable Service For The Heart Of Industrial America

People in the News

ALASKA.—Delbert L. Allen appointed senior trainmaster, Anchorage.

ARKANSAS & LOUISIANA MISSOURI.—R. J. Laidlaw appointed general eastern agent, New York, succeeding **George M. Haile,** promoted.

BALTIMORE & OHIO.—Elmer A. Schofield, freight traffic manager, Baltimore, retires Dec. 31.

BANGOR & AROOSTOOK.—Richard B. Baldwin, coordinator of new methods for the BAR, has been granted a leave of absence, effective Jan. 1, 1960, to accept an appointment with the International Cooperation Administration of the U.S. State Department in Seoul, Korea, for 30 months. Mr. Baldwin will be assigned to the staff of the Economic Coordinator as transportation advisor.

CANADIAN NATIONAL.—Russel F. McCharles, administrative assistant to comptroller, Montreal, appointed assistant to vice president of accounting and finance.

Raymond R. Tucker named regional personnel officer at Moncton, N.B., succeeding **J. U. Gallant,** appointed operation trainee.

Roland Sarlabous, sales representative for package tours, appointed general agent, passenger department, Montreal.

CANADIAN PACIFIC.—P. A. Maltby, assistant superintendent, Kenora, Ont., transferred to Weyburn, Sask. **Terry Hall,** special representative, Prairie region, Winnipeg, Man., succeeds Mr. Maltby at Kenora.

CENTRAL OF GEORGIA.—Dr. John G. Sharpley, assistant chief surgeon, appointed chief surgeon at the Central of Georgia Railway Hospital, Savannah, Ga., succeeding **Dr. C. F. Holton,** who retired Dec. 1.

CHESAPEAKE & OHIO.—A. W. Peterson promoted to manager station service and freight claim prevention, Huntington, W.Va., succeeding **Samuel H. Pulliam,** who retired Nov. 30. Colonel Pulliam will be associated with Coverdale & Colpitts, New York consulting engineers. **F. W. Miles** appointed general agent, Norfolk, Va., replacing **M. O. Benson,** who succeeds Mr. Peterson as assistant manager station service and freight claim prevention, Huntington. **M. B. Cater** appointed general agent, Lynchburg, Va.

Bill Girgash, who has been on special assignment in the Public Relations department, returns as editor of Chessie News. **Ron Daniel,** field editor, promoted to managing editor. **Ray Noble,** staff member of the Columbus (Ohio) Citizen, succeeds Mr. Daniel.

J. C. Musser, Jr., appointed chief special agent, Huntington, succeeding **William J. Melvin,** who retired Nov. 30, and whose headquarters were at Richmond, Va.

CHICAGO & EASTERN ILLINOIS.—Harvard R. Osmond appointed general attorney and commerce counsel, Chicago. **Kenneth C. Davis** appointed assistant freight sales manager, Atlanta, Ga., succeeding **W. C. Stephens,** promoted (RA, Nov. 30, p. 64).

CHICAGO & NORTH WESTERN.—James F. Remington, district sales agent, Spokane, Wash., appointed general agent there, effective Jan. 1, to succeed **Charles T. McAdam,** retiring. **Luke V. Pollard** named district sales agent, Spokane.

CLINCHFIELD.—James B. Lord appointed district freight agent, 836 Ingraham Building, Miami, Fla. **J. H. Hendley,** perishable freight agent, Jacksonville, Fla., retired Dec. 1.

COTTON BELT.—Paul A. Smith appointed general agent, Buffalo, N.Y., succeeding **W. H. Anthony,** who retired Dec. 1. **S. E. Narrow** appointed district freight and passenger agent at the newly established traffic sales office at Second and Casson Streets, Alexandria 5, La.

Effective Jan. 1, 1960, title of **P. M. Bunting,** director of public relations and passenger traffic, Tyler, Tex., will be changed to manager of public relations and special services, with headquarters transferred to St. Louis, Mo.

DENVER & RIO GRANDE WESTERN.—E. L. Korte appointed district freight agent, San Francisco, Cal.

DETROIT, TOLEDO & IRONTON.—The Toronto office is now located in the Canadian Pacific Railway Building, Room 505, 69 Yonge Street, Toronto 1, Ont.

ERIE.—Harry E. Joyce, chief trainmaster, Hornell, N.Y., promoted to assistant superintendent, Chicago, succeeding **William M. Wiarda,** who has been granted a leave of absence to become assistant superintendent of the **Buffalo Creek** at Buffalo, N.Y. **Paul R. Rice,** trainmaster, Youngstown, Ohio, transferred to Meadville, Pa., in the same capacity, but with greater responsibilities, succeeding **Lloyd J. Carter,** promoted to chief trainmaster at Hornell.

FLORIDA EAST COAST.—Edward Ball appointed chief executive officer for trustees, St. Augustine, Fla., succeeding **A. A. Jackson,** who retired Nov. 30. **Harold B. Wahl,** general attorney, Jacksonville, Fla., appointed general counsel for trustees, at that point, succeeding **Russell L. Frink,** who retired Nov. 1.

J. M. Wolfe, assistant chief engineer, St. Augustine, appointed acting chief engineer there, succeeding **L. C. Frohman,** who retired Dec. 1.

FRISCO.—H. L. Woldridge named assistant chief engineer-methods, Springfield, Mo.

INTERSTATE COMMERCE COMMISSION.—Paul Coyle, director, Bureau of Operating Rights, Washington, D.C., retires Dec. 31.

LACKAWANNA.—Joseph S. Sikora, freight traffic manager, New York, retires Dec. 31.

LEHIGH & HUDSON RIVER.—Robert I. Huyler, president, will retire Dec. 31, after over 54 years of continuous service. **Harold W. Quinlan,** executive vice president and comptroller, elected president and general manager. **Clifton G. Brown,** secretary and treasurer, elected vice president, treasurer and comptroller. **Edmund H. Brown, Jr.,** assistant to secretary and treasurer, elected secretary and assistant treasurer. **Philip S. Campbell** elected assistant secretary.

MERCHANTS DESPATCH TRANSPORTATION CORP.—NORTHERN REFRIGERATOR LINE, INC.—William H. Keleher appointed manager-equipment; **Donald E. Monger,** assistant manager-equipment; **Horace M. Kamm,** assistant to vice president—operations.

MILWAUKEE.—V. E. Glosup, general manager-Lines East, and **L. V. Anderson,** general manager-Lines West, appointed to the newly created positions of assistant vice president-operation and general manager-system, respectively, with headquarters at Chicago. **R. G. Scott,** assistant to general manager-Lines West, Seattle, named assistant general manager, Tacoma, Wash. **L. W. Palmquist,** general superintendent, Minneapolis, appointed special representative of vice president-operation, Chicago. **K. R. Schwartz** appointed superintendent, Milwaukee division, Milwaukee, Wis.; **Martin Garelick,** Aberdeen division, Aberdeen, S.D.; **L. H. Walleen,** Rocky Mountain division, Deer Lodge, Mont.; **S. E. Herzog,** Coast division, Tacoma. **A. C. Novak,** superintendent, Trans-Missouri division, appointed special representative of assistant general managers, Miles City, Mont. **M. T. Sevedge,** trainmaster, Dubuque and Illinois division, Savanna, Ill., named assistant superintendent of the division.

Harold W. Quinlan
L&HR

George R. Corcoran
ACF

D. O. Burke, superintendent, Chicago Terminal division, appointed superintendent, Car-Scope. **David Staley,** freight service agent, named assistant superintendent, and **W. L. Sarakenoff,** assistant data processing manager, appointed night assistant superintendent.

R. D. Claborn appointed division engineer, Rocky Mountain division, Deer Lodge, Mont., to replace **R. W. Middleton,** transferred.

MINNEAPOLIS & ST. LOUIS.—W. C. Bringleson, general agent, Mason City, Iowa, transferred to Chicago, to replace **R. C. Erickson,** appointed manager-traffic services, Minneapolis. **M. C. R. Carlson,** assistant general freight and passenger agent, promoted to general agent, Minneapolis.

MINNESOTA TRANSFER—ST. PAUL UNION DEPOT.—B. N. Howery elected vice president and general manager, St. Paul, succeeding **H. P. Congdon,** who retires Dec. 31.

NEW HAVEN.—Peter P. Pell appointed director of truck transportation and coordinated rail service.

NICKEL PLATE.—A. E. Pfaff, assistant freight traffic manager—rate department, appointed general freight traffic manager in charge of the rate department. **Kenneth B. Chilcot,** general freight agent and administrative assistant to the assistant vice president—sales, named assistant general freight traffic manager—rate department. **Clyde H. Ware,** assistant to vice president—traffic, appointed general freight agent—sales department. **Charles J. Steffen, Jr.,** secretary to vice president—traffic, named assistant to vice president—traffic. All have headquarters at Cleveland. **S. Shapiro,** general freight agent, and **E. P. Cilley,** assistant general freight agent, Cleveland, promoted to assistant freight traffic managers. **L. J. Schirmer,** assistant general freight agent, named general freight agent. **R. S. Tolan,** chief of tariff bureau, appointed

(Continued on following page)

assistant general freight agent. **R. M. Savodnik,** chief analyst of rates and legislation, named assistant general freight agent.

NORFOLK & WESTERN.—Cecil C. Lawson, transitman, engineering department, Norfolk, promoted to resident engineer, Radford, succeeding **W. E. Hankins,** retired.

NORTHERN PACIFIC.—John D. Sells, office inventory engineer, St. Paul, Minn., appointed assistant superintendent of safety and fire prevention, succeeding **Ray T. Boyd,** who retired Nov. 30.

D. E. Peterson, office engineer, St. Paul, named assistant signal engineer there, succeeding the late **E. O. Anderberg.**

SANTA FE.—Otis M. Ramsey appointed assistant to general manager, Amarillo, Tex., to succeed **J. E. Dyer,** who retired Dec. 1.

R. S. Outlaw, general solicitor, Chicago, retires Dec. 31.

SEABOARD.—M. T. Sanders, commercial agent, Birmingham, Ala., appointed general agent, Nashville, Tenn., succeeding **H. C. Thompson,** retired. **Thomas A. Barnhill,** chief clerk, office of general manager, Richmond, promoted to trainmaster, Virginia division, at that point.

Franklin Pierce Medford, Jr., assistant general freight and passenger agent, Fort Lauderdale, Fla., retires Dec. 31.

SOUTHERN.—Maxwell P. Lewis, assistant general freight agent, promoted to assistant to freight traffic manager, remaining at Cincinnati, Ohio. Mr. Lewis succeeds **Austin Hildreth,** who retired Dec. 1. **Samuel D. Guy,** commercial agent, Evansville, Ind., succeeds Mr. Lewis at Cincinnati. **Edward W. Nowland,** district freight agent, Washington, D.C., named division freight agent there. **James H. Salisbury,** commercial agent, Cleveland, Ohio, succeeds Mr. Nowland. **Elmore A. Evers** named assistant general cotton agent, Memphis, Tenn. **Harold Cummins,** commercial agent, Norfolk, Va., appointed division freight agent, Memphis, succeeding Mr. Evers.

Dalton Young, special representative, office of assistant to president, named advertising manager, remaining at Washington.

L. Stanley Crane, mechanical research engineer, Washington, D.C., appointed assistant chief mechanical officer there. **Clifford A. Jay, Jr.,** general foreman car repairs, Birmingham, Ala., named master mechanic, Huntingburg, Ind.

Sam M. Sims, Jr., assistant division engineer, Hattiesburg, Miss., appointed general division engineer, Birmingham. **William G. Park,** assistant division engineer, New Orleans, La., named division engineer (north end), Somerset, Ky.

TEXAS & NEW ORLEANS.—L. C. Albert, assistant general manager, Cotton Belt, Tyler, Tex., appointed to the newly created position of first assistant manager of personnel, T&NO, Houston.

E. W. Torian, vice president, Houston, Tex., retires Dec. 31.

TEXAS & PACIFIC.—Ralph O. Caldwell, passenger car distributor, Dallas, Tex., appointed car accountant there, to replace **J. E. Albin** who retired Nov. 30.

TEXAS RAILROAD ASSN.—Charles L. Ford, Jr., named general attorney, Austin, Tex.

WESTERN PACIFIC.—Donald O. Schroen, sales representative, Cleveland, appointed district sales manager there, succeeding **Vincent J. Carr,** who retired Nov. 30.

Supply Trade

George R. Corcoran, acting manager of advertising for the **American Car & Foundry division of ACF Industries, Inc.,** New York, has been appointed manager of advertising for the division.

Russell C. Taylor has been elected president and **James F. Clark,** chairman of the executive committee of **ACF Industries, Inc.,** effective Jan. 1. Mr. Taylor was formerly vice president of American Can Co. and Mr. Clark was president of ACF.

Raymond P. Charnaux has been appointed director of foreign operations.

Edward C. Brass has been named manager of the Cleveland, Ohio, office of the **Okonite Co.,** succeeding **Fred J. Dahleiden,** who retired Nov. 1. **Walter G. Huber** has been appointed manager of the Detroit, Mich., office, succeeding **Milton A. Bergdahl,** who retired Dec. 1.

Karl N. Heimbach, assistant export manager of the **General Railway Signal Co.,** Rochester, N.Y., has been appointed manager of export sales.

Elwyn H. Pfaender has been appointed sales representative for cement-asbestos board products by **Union Asbestos & Rubber Co.,** Fibrous Products Division, Bloomington, Ill.

William M. Bailey, retired vice president and chief engineer of **Cornell-Dubilier Electric Corp.,** has been retained as a consultant.

C. R. Handman has been appointed manager of the Lexington, Ky., branch of the **Graybar Electric Co.**

Three new sales representatives have been added to the New York office of **L. B. Foster Company. Howard R. Elliot** will handle construction products and rail and track accessories and **Andrew Z. Koi** and **Carl M. Duede** will specialize in pipe, valves and fittings.

Travelift and Engineering, Inc., Sturgeon Bay, Wis., manufacturers of Travelift equipment, has announced appointment of **Pullman-Standard,** division of Pullman Inc., as sales and service representative for the transportation field.

A. M. Byers Co., Pittsburgh, Pa., has appointed three new distributors to handle its 4-D wrought iron pipe: **Standard Supply Co.,** Greenville, S.C.; **Gulf Coast Marine Supply Co.,** Mobile, Ala.; and **I. Bahcall, Inc.,** Appleton, Wis.

Louis L. Melick has been elected executive vice president and secretary of **Dana Corp.,** Toledo, Ohio, and **L. L. Dodge** has been elected vice president—finance and assistant secretary.

Ferris P. Beardsley has been appointed marketing manager of the spring and forge division of **ALCO Products, Inc.,** Latrobe, Pa., succeeding **R. H. Binkerd,** resigned.

Industrial X-Ray Engineers of 155 Belmont North, Seattle 2, Wash., has been appointed to represent **Sperry Products Co.** in the Pacific Northwest, including Oregon, Washington. Idaho and western Montana. **Harold Hovland** is president of Industrial X-Ray Engineers.

Ralph E. Sexton, who recently retired as a colonel in the **U.S. Air Force,** has been named assistant general manager of the **Terminal Services Division** of **North American Car Corp.** He was director of transportation of the Air Force Academy in Colorado at the time of his retirement.

Walter F. Fauerbach has been appointed vice president—sales of **Motor Coils Manufacturing Co.,** Pittsburgh. Mr. Fauerbach formerly was manager, Traction sales, Morganite, Inc., Long Island City, N.Y.

Ellcon-National, Inc., 30 Church Street, New York, has been named sales agent for **Owens-Corning Fiberglas** railroad products for the eastern United States.

Warren W. Homeyer has been appointed to the St. Louis technical service staff of **Oakite Products, Inc.,** pioneer manufacturers of specialized chemical compounds for railroad maintenance cleaning.

Thomas C. Jones named president of **Nalco Chemical Co.,** Chicago, effective Jan. 1, 1960, succeeding **Joseph A. Holmes,** appointed vice-chairman of the board, a position now vacant.

Moxie S. George has been named manager of tin plate and export sales of **Inland Steel Co.,** succeeding **Ervin J. Sanne,** who retires Jan. 1.

Roger M. Murray, manager of the San Francisco branch of **Fairbanks-Morse & Co.,** has been elevated to vice president in charge of the newly established Pacific Coast sales region.

Joseph Ferrante has been appointed director of research in dielectrics at the new **Cornell-Dubilier Electric Corp.** Research Laboratory now being set up in Norwood, Mass.

Stanley T. Bowden has been appointed sales manager of the **Farrel-Birmingham Co., Inc.,** Watson-Stillman Press division, Rochester, N. Y.

William A. Brooks, board chairman of **North American Car Corp.,** retires Dec. 31. He will continue to serve as a director. Position of board chairman abolished and **General E. C. R. Lasher,** president and chief executive officer, will act as presiding officer of the board.

Industrial Traffic

Edward Bolton has been promoted to general traffic manager for **Luria Bros. & Co. Inc.** Mr. Bolton will move his headquarters from Philadelphia to New York.

Richard Meek has been named assistant traffic manager of the **Di Giorgio Fruit Corp.,** San Francisco, Cal. Mr. Meek was until recently associated with the San Francisco office of the **Milwaukee Road.**

The Agricultural Marketing Service of the **U. S. Department of Agriculture** has announced the appointment of **Ivon W. Ulrey** as assistant chief of the Freight Rate Service Branch, Special Services Division. **William R. Price** has been appointed head of the Financial and Operational Analysis Section, Freight Rate Service Branch, Special Services Division.

LOCOMOTIVES AND CARS SINCE 1900

by Walter A. Lucas

This brand-new, picture-packed book presents the fascinating lore and little-known details of American and Canadian locomotives and cars since the late '90's. Every railroad man will want a personal copy of this beautiful volume.

Big 8½ x 11 inch pages! Hundreds of rare photographs, plans and detailed drawings.

The contents of the book have come out of rare book collections, out-of-print cyclopedias and the author's own, almost priceless, personal photo files. Whether you are looking for information on the Erie Triplex-type mallet locomotive or the high-speed Atlantic-type passenger locomotive used in the early part of the century, you are sure to find thousands of interesting details in this unusual publication.

Contents: Steam Locomotives and Tenders. Electric Locomotives. Diesel-Electric Locomotives. Freight Cars: Box, Refrigerator, Stock, Flat, Cabooses, etc. Passenger Cars.

Cloth bound, $5 per copy.

Simmons-Boardman Pub. Corp.
Dept RA 1221
30 Church Street, New York 7, N. Y.

Please send a copy of LOCOMOTIVES AND CARS SINCE 1900. I enclose herewith my remittance of $5. If not completely satisfied, I may return this book within 10 days' receipt for full refund.

Name .....

Address .....

City ..... Zone ..... State .....

Why TropicAire-Coldmobile is your best choice for TOFC refrigeration

1. **CONTINENTAL DIESEL POWER.** A railroad-size power unit built for heavy-duty operation. Easy to service, built to power five or eight tons of refrigeration.
2. **SUPER-SERVICE COMPRESSOR.** Selected for an unexcelled record of long life, great efficiency and dependability. Automatic unloading, patented lubrication system.
3. **CONSTANT AIR CIRCULATION.** Constant circulation of interior air assured by an electric motor-driven fan, as declared essential by the U. S. D. A. and the Bureau of Standards.
4. **SUPERIOR AUTOMATIC DEFROST.** An exclusive defrost system activated by volume of air-flow — not by blind timing. A system fully operated by conditions in trailer interior.
5. **SUCTION RE-EVAPORATOR TANK.** An exclusive patented feature that provides positive protection against liquid feed-back in the refrigeration system . . . no "slugging" of the compressor.
6. **RECEIVER TANK.** A two-level tank that acts as a heat exchanger during the defrost cycle and heat cycle. Utilizes Freon 12.
7. **DIRECT DRIVE.** The direct drive method offers many advantages: no belts or flexible shafts employed, eliminating slippage between engine and compressor. *All* power is directed to compressor demands.
8. **UNDERSLUNG MOUNTING.** Better weight distribution, more easily accessible for ordinary servicing or refueling on flatcar.

ANOTHER PRODUCT OF McGRAW EDISON

McGRAW EDISON COMPANY
Tropic Aire Division
5201 W. 65th Street
Chicago 38, Illinois

* "TropicAire-Coldmobile" is a trademark of McGraw-Edison Company, Chicago. Copyright 1959 by McGraw-Edison Company.

You Ought To Know...

An Alco 2,400-hp diesel with four axles and four motors is expected to be demonstrated early in 1960. The present Alco turbocharged 2,400-hp unit is a six-axle, six-motor locomotive.

"A cyclical boom" is in prospect for railway suppliers in 1960, says the Value Line Investment Survey. Reason: "The fleet of serviceable cars has shrunk considerably. With carloadings expected to climb steeply in the coming spring, the need for new, additional railroad cars and maintenance parts is almost certain to be expressed in rising orders . . ."

American Steel Foundries' outlook for railroad product sales is substantially improved over a year ago, according to President Joseph B. Lanterman. ASF is looking forward to a "good rate of operations for 1960," based on expected rail traffic gains and "the generally accepted need for a more adequate freight car fleet." Sales to the railroad industry in 1959 totaled $65,900,000, up 17% from 1958 figures.

Railroad employment dropped to 783,995 in mid-November—0.25% below the preceding month and 5.6% below a year ago. Biggest decrease was among maintenance of way and structures employees, according to the ICC's Bureau of Transport Economics and Statistics.

Canada's first standard national traffic education examination will be given May 17, 1960, in 28 cities. The examination will be supervised by the University of Toronto and the Canadian Industrial Traffic League. All correspondence or inquiries concerning it should be addressed to the CITL, 20 Bloor st., West, Toronto 5, Ont.

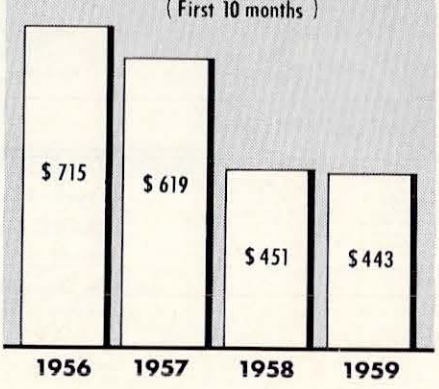
Microwave link to provide two-way radio communications between yard radio systems at Norristown and Reading, Pa., has been installed by the Pennsylvania.

Officers of the American Railway Magazine Editors Association for 1960 are John Coonley, IC, president; John Knifke, Santa Fe, first vice president; Robert Schiek, EJ&E, second vice president; Leon Joyner, ACL, secretary; and Albert Brinkley, B&LE-Union, treasurer.

Crowsnest Pass Grain Rates continue to occupy the attention of Canada's Royal Commission investigating freight rates (RA, Dec. 14, p. 9). In testimony submitted last week, cost experts for CNR and CPR spelled out details of the cost of hauling western export grain to their respective railroads. The annual figures, about $5,000,000 higher than earlier estimates, showed CPR annual costs as $70,700,000 against revenues of $35,400,000 for a $35,300,000 loss and CNR costs as $63,900,000 against revenues of $28,700,000 for a loss of $35,200,000. Total loss for both roads on the service is $70,500,000 a year.

Tenth Pan-American Railway Congress will be held in Brazil Oct. 12-27, 1960. The official announcement was made in Washington, D.C. following a meeting of the United States National Commission, Pan American Railway Congress Association. Sessions will be held in Rio de Janeiro, Sao Paulo and Brasilia.

...And Watch



Some of Mexico's Christmas trees came by rail all the way from Canada. Records of permits for shipments into Mexico showed early this month that 13 carloads of trees were shipped there from points in British Columbia.

Acquisition of the High Point, Thomasville & Denton—a North Carolina short line that serves 104 industries—is contemplated by the Winston-Salem Southbound, which is owned jointly by the Norfolk & Western and Atlantic Coast Line. N&W President Stuart T. Saunders says Southbound has contracted to purchase over 90% of the feeder line's stock and will soon apply to the ICC for the necessary authority.

Sixteen rail employees were killed on duty and 1,126 injured in October, compared with nine deaths and 1,170 injuries in October 1958. No passengers were killed but 114 were injured in October train and train-service accidents. There were three passenger fatalities and 145 injuries in October 1958.

Coal-carrying railroads are joining coal producers in a search for new markets for the fuel—and, for some, the search begins on their own properties. A number of lines, according to Joseph E. Moody, president of the National Coal Policy Conference, "found that coal was being displaced by oil and gas in their own facilities, even though coal was cheaper and better. Now, coal is given the preference." One railroad, Mr. Moody told the Coal Mining Institute of America in Pittsburgh, has succeeded in converting 30 on-line schools to coal for heating purposes.

A new packaging system for the Air Force Materiel Command will employ reusable standard panels in place of standard boxes. The new system—called modular panel packaging—is said to make possible substantial savings in warehouse space, labor costs, packaging, cube weight and dunnage. The mass-produced panels are assembled with spring fasteners, and, after shipment, are returned for further use.

HAYES Safety demands a Hayes sliding derail at every turnout from the main track. There is no reliable substitute for this requirement. A Model HB Derail with Hayes Operating Stand provides this protection at low cost.

Hayes Track Appliance Co., Richmond, Indiana

Advertisers' Index

American Brake Shoe Company 14-15
American Steel Foundries 17
Association of American Railroads 8
Atlantic Coast Line Railroad 25

Cardwell-Westinghouse Company 18

Electro-Motive-Division of G M Corp. 21
Erie Railroad 64
Erman-Howell Division of Luria Steel & Trading Corp. . 69

Foster Company, L. B. 48

General American Transportation Corp. 3
General Railway Signal Company ..... Back Cover
General Steel Castings Corp. 11
German Federal Railroad 48
Graybar Electric Company, Inc. 51
Great Northern Railway Company 45

Hayes Track Appliance Company 69
Hotel Hamilton 48

International-Stanley Corp. 29

Lehigh & Hudson River Railway Company 56

McGraw-Edison Company, TropicAire Division 67
Morrison-International Corp. ..... Inside Back Cover

New York Central System 12
Norfolk & Western Railway 26-27
North American Car Corp. ..... Inside Front Cover

Pullman-Standard, A Division of Pullman Standard Inc. ..... 33-40 incl.

Rail & Industrial Equipment Company, Inc. 69
Rail Joint Company 58
Railway Educational Bureau 69

Santa Fe Railway 56
St. Louis-San Francisco Railroad 43
Seaboard Air Line Railroad 20
Seatrain Lines, Inc. 50
Servo Corp. of America 22-23
Southern Pacific Company 49
Standard Railway Equipment 62
Striegel Supply & Equipment Corp. 69

Texas & Pacific Railway 52

Union Pacific Railroad 61
Union Switch & Signal, Division of Westinghouse Air Brake Company 4
Westinghouse Air Brake Company 31
Xtra, Inc. 69
Youngstown Steel Door Company 6

Don't hog-tie your capital in piggyback equipment

Now you can relate trailer expense to your revenue income—pay only when trailers are on your line—no term lease obligations—all the trailer equipment you need—all types and sizes are available—you make payments through existing PER DIEM car accounting channels—equipment is interchanged with other concurring railroads—present agreed PER DIEM rates are accepted.

(Junction slips and monthly summary reports are sent directly to XTRA)

XTRA trailers are specially constructed for handling in T.O.F.C. service. XTRA was established at the request of the railroads for the purpose of supplying the railroads and their customers with piggyback equipment. Save your capital for other purposes. Term lease contracts need no longer influence your financial statements.

WRITE FOR BROCHURE

XTRA, Inc. *150 CAUSEWAY ST. BOSTON 14, MASS.*

TECHNICAL TRAINING FOR RAILROAD MEN

Electrical and Mechanical Maintenance of Diesel Locomotives

Diesel Locomotive Operation

Car Work and Car Inspection

Railway Signaling

THE RAILWAY EDUCATIONAL BUREAU
1809 CAPITOL AVENUE
OMAHA 2, NEBRASKA

KEEP BUYING U. S. SAVINGS BONDS

FOR SALE
REBUILT
RAILROAD CARS FOR INTERPLANT USE
GONDOLAS • BOX • FLAT
ERMAN-HOWELL DIVISION
LURIA STEEL & TRADING CORP.
332 South Michigan Avenue
Chicago 4, Illinois
WEbster 9-0500

POSITION WANTED

Management Consultant-Industrial Engineer. Sound experience and record of accomplishment in reducing costs and improving operating efficiency all Departments. Desires similar position with progressive cost minded railroad. Box #912, RAILWAY AGE, 30 Church Street, New York 7, N.Y.

FOR SALE

Baldwin Diesel Electric 120 Ton, 1000 H.P. Switcher. Rebuilt 1955, less than 2000 hrs. since rebuilt. Bargain Price. STRIEGEL SUPPLY & EQUIPMENT CORP., 307 Jack Street, Baltimore 25, Maryland. Phone ELGIN 5-7922.

How Working Rules Reduce Traffic

At this season of good will toward men, to what extent is this quality at work on the railroads? Quite widely and deeply—according to our observation. And this in spite of the divisive issue of working rules—sharpened by unions' recent questionnairing of possible "fact finders."

There has been no management-union debate in the railroad industry as far-reaching as this one since the campaign for passage of the Adamson Act, back in 1916. Actually, management and unions, now, have swapped their positions since the days of the Adamson Act. At that time the unions were seeking to equate miles to hours at 12½ mph—while management was defending a rate of 10 mph. Today, the unions are defending 12½ mph and management wants to go up to 20 mph.

•

Our reasons for believing that basic understanding between managements and unions has not been seriously breached by the current controversy are several. One is that we have observed no failure of management people and union people to continue friendly conversations with each other. It is true that some union spokesmen, in public debate, have rather gone to extremes in countercharges of "management featherbedding" and the like—but, as such ruckuses go, this one has, so far, stayed fairly clean.

Most persuasive of all observations bearing on this question, to our way of thinking, is a short article in the unions' paper, "Labor" (Nov. 28 issue). That paper comes closer to a "class war" position than any other railway labor publication. Nevertheless, that paper reports (quoting the Brotherhood of Locomotive Firemen & Enginemen as its source) that "Rails Pay $9 Billion Taxes as Rivals Get $16 Billion in Subsidies." Thus it is evident that even "Labor" realizes that railroad unions and management have a common interest and a common enemy—that their differences with each other are limited, not pervasive.

As long as there is continuing recognition that railroads and their employees are in the same boat with each other, then the good sense and good will of railroaders on both sides of the conference table should be able to see to it that a family dispute, however serious, does not degenerate into mutually destructive conflict.

It would be unfair, to the negotiators who represent the railroads, for a lot of independent voices to open up with their own favorite suggestions as to variations in new working rules. Pat solutions always come easier to the partly informed than to the fully informed.

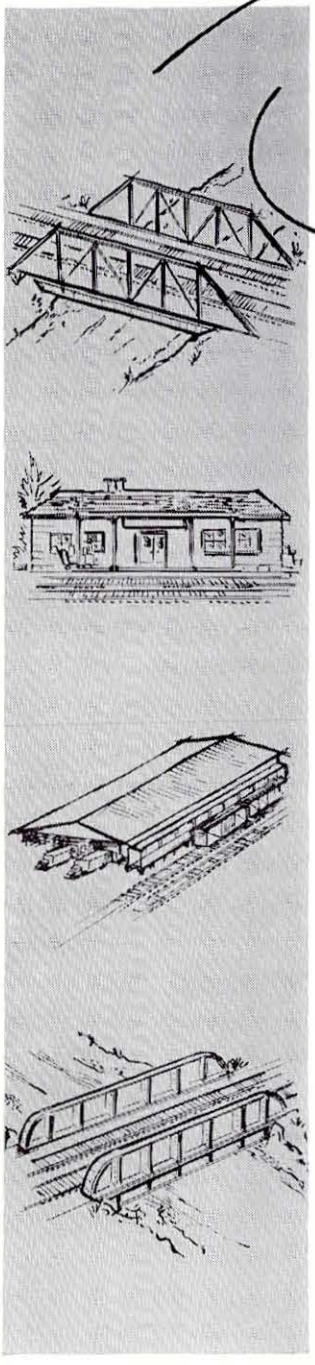
There is one vitally important aspect to this working rules argument, however, that has not yet been fully exposed—and that is *those working rules which operate simultaneously and directly against the welfare of railroads, unionists and shippers.*

The rules that most obviously fall into this "harm everybody, help nobody" category are those which prohibit giving reasonable switching service to shippers. If a rule prevents a railroad from picking up or setting out at a plant just outside yard limits—without the payment of an extra day's wages to five men—then the set-out or pick-up won't be made, because the railroad can't afford it. The shipper has to give the business to the trucks. The employees gain not a cent in added pay. The railroad loses the revenue (over half of which, on the average, is passed along to employees).

Shippers know of more instances of this kind than railroads (either management or unionists) do. They would be doing both sides in the current controversy a service if they would make known all such instances. Railroad employees know that their jobs depend upon traffic volume.

•

GOOD WILL, HORSE SENSE AND . . . As indicated above, we believe there is enough good will in the railroad industry to supply one of the essential ingredients for a peaceful and constructive solution to this working rules issue. We sincerely hope no wild men will break loose to jeopardize this good will. Another essential ingredient to a happy solution is horse sense. There's plenty of that around, too. The third essential ingredient is accurate and pertinent information on the relationship between restrictive working rules and traffic volume (hence, available jobs). In developing and publicizing such information, shippers can be major contributors.



4 widely separated jobs — same crew — all in a day's work with Campcar's Mobile Workshop!*

* *Certification from Chief Engineer of a trunk line railroad*

Wherever there's work to be done **Campcar** Mobile Workshop is on the job with more than 350 square feet of work space under cover plus compartment that can be housing for a 2-man work crew or storage space for tools and equipment.

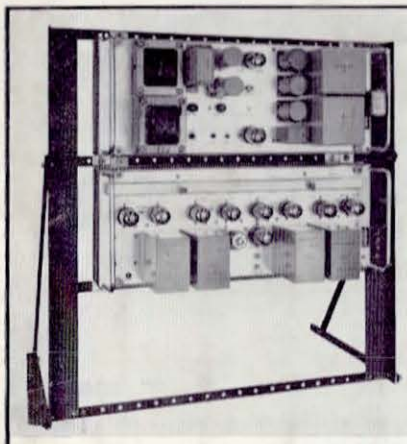
For B & B, M/W and Repair Crews. Men work better, more efficiently — crew and equipment stay right on the job!

Get more for your maintenance dollar!

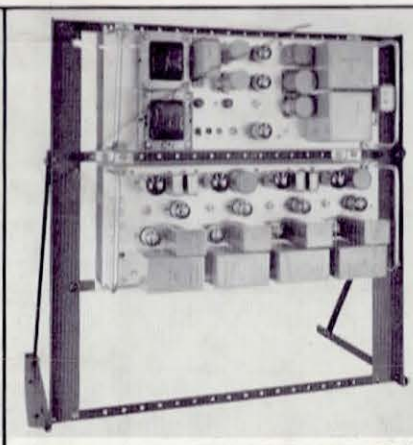
Illustration shows space used as carpenter shop. May also be set up as a shop for plumbing, painting, electrical work, general repairs, etc. Furnished with or without equipment at purchaser's option.

INTERNATIONAL CAR DIVISION
MORRISON-INTERNATIONAL CORP.
1441 Bailey Avenue - Buffalo 12, N. Y. Shops - Kenton, Ohio

NOW...
centralize remote data with GRS DATA-TRAN



DATA-TRAN FIELD EQUIPMENT.



DATA-TRAN OFFICE EQUIPMENT.

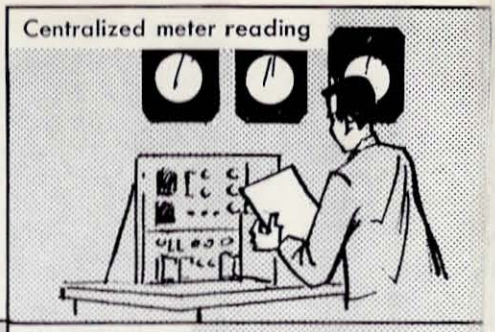
Modern cTc and interlocking consolidations greatly reduce the number of levermen, tower operators, and other employees along the line. The result: a growing use of automatic equipment for detecting hazards and reporting wayside conditions.

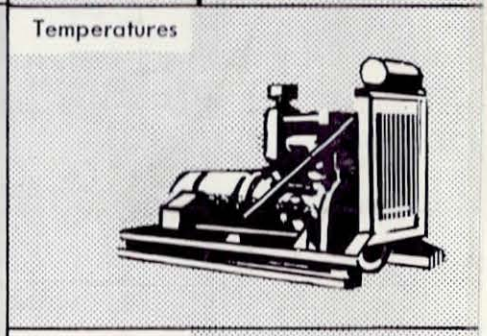
But records from many devices, such as hot box detectors, must be examined promptly to be of value. If qualified personnel are stationed at scattered locations to do this, you have an added expense that reduces the benefits of modern signaling.

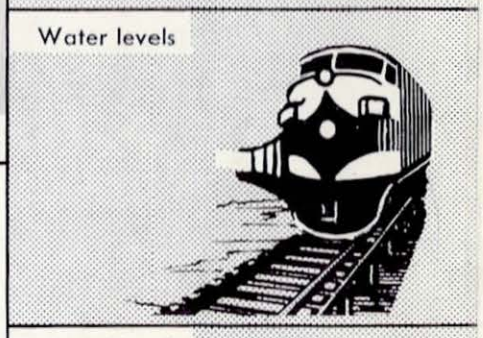
Data-Tran can help you solve this problem. Data-Tran is an electronic data-transfer system that can transmit many types of remote information over existing wires, such as cTc line, to a central location. Complete, accurate field data is reproduced on pen recorders, meters, or other indicators. Interpretation of information from many locations can be made immediately *in the office.*

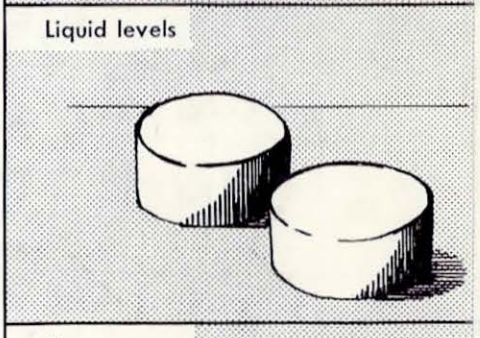
Data transmission is normally by Data-Tran carrier. Each Data-Tran system using a single carrier channel can handle data from five field devices simultaneously. Four carrier channels are available. Arrangements providing additional capacity can be supplied on special order.

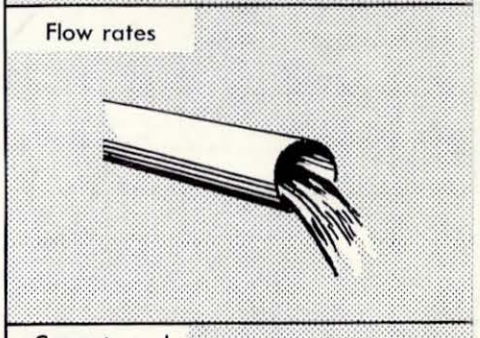
Data-Tran's speed, capacity, and accuracy give you a practical and economical way to centralize data from remote indicators of temperatures—liquid levels—flow rates—pressures—currents—voltages. Ask your GRS sales office for further information.

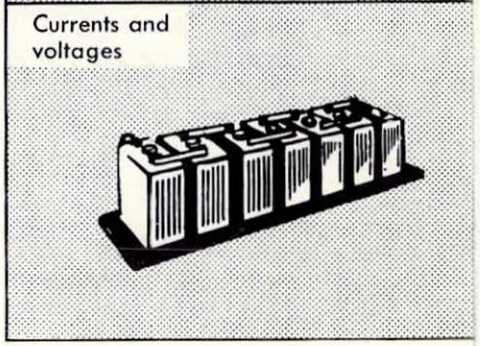












GENERAL RAILWAY SIGNAL COMPANY

ROCHESTER 2, N. Y. NEW YORK 17 CHICAGO 1 ST. LOUIS 1 3011